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MAGAZINE 50¢

Now Monthly

OCTOBER, 1964

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40 to 49	2.00	5.80	11.40	21.90
50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
65 to 69	4.00	11.60	22.80	43.80
70 to 75	7.10	20.60	40.45	77.50
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The policy provides a full 31 day grace period. You may renew this policy to age 75 with the consent of the company. THESE ARE THE ONLY EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

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Because we employ no salesmen and pay no commissions, we use this means to acquaint you with the tremendous premium savings you get with this policy. It costs a great deal more than $1.00 to issue this SPECIAL GET-ACQUAINTED POLICY, but we're willing to risk this initial expense to put the policy in your hands so you can see for yourself how good it is and that you will want to keep it in force.

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Full Name of Applicant _____ Sex ____

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Applications for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.						
2.						
3.						
4.						
5.						

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____
2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details

_____

_____

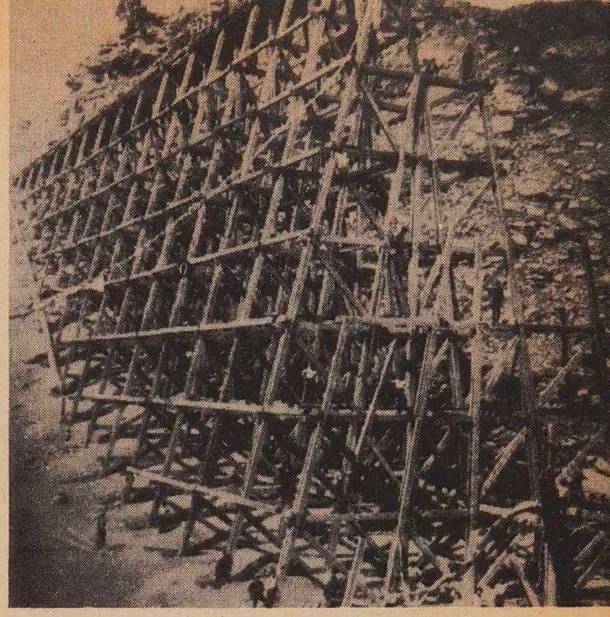
I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application. **I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.**

Dated this _____ Day of _____ 19____

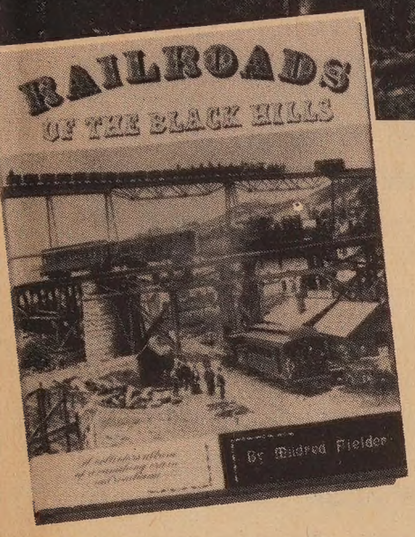
SIGNATURE _____

(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical/Medical Expense Rider ☐ Maternity Benefit Rider ☐ Loss of Wages Rider ☐



Left, Natalie engine with ore train (Branch Mint Line) crossing Terrible Gulch near Galena, S. Dak., 1906. Above, CB&Q bridge across Sheep Canyon under construction, around 1890.



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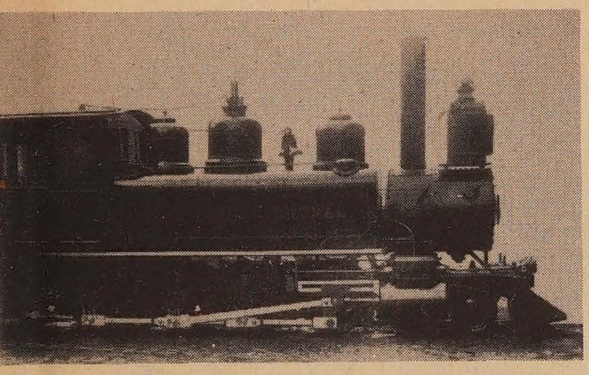
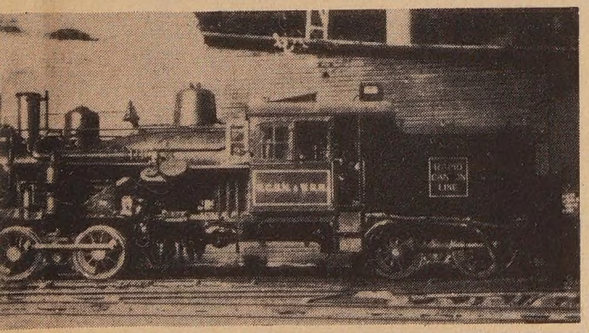
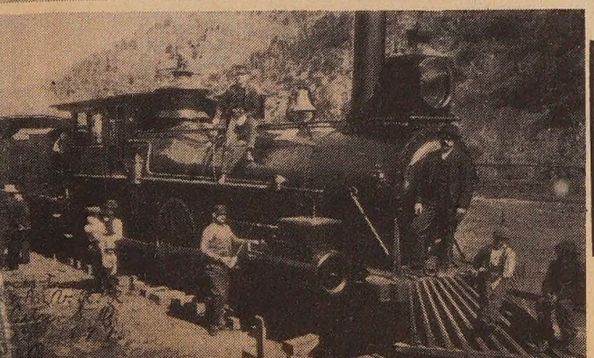


Above, Ruby Basin locomotive, Deadwood Central. Below, RCBH&W locomotive No. 7, at Deadwood, 1929. Bottom, locomotive #57, FE&MV railway, Central City, 1891.





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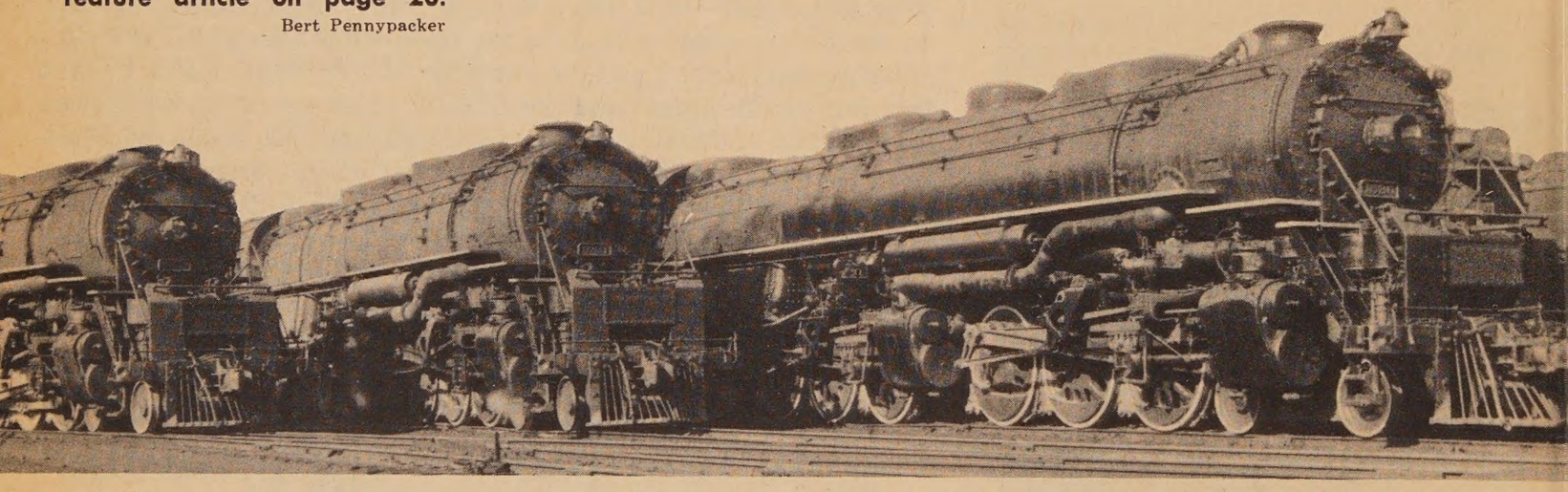
Line-up of mighty 4-6-6-4's on the Delaware & Hudson at Carbondale, Pa., in 1949. See the feature article on page 20.
Bert Pennypacker



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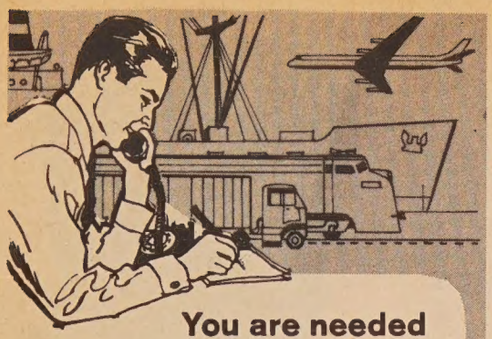

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PASSENGER TRAIN BLUES: an editorial

AN INTERESTING sidelight on our lead feature this month is the statement made recently by E. Paul Gangewere, president of the Reading, at the company's annual meeting, to the effect that if his road were to get out of the passenger business it could save approximately $3,250,000 a year.

"Our passenger deficit in 1963," he told the shareholders, "even after taking into account the $1,725,000 received from public agencies for providing certain passenger-train service, was in excess of $5,700,000. In other words, the public payments offset only about 23 percent of the deficit. This deficit was computed in accordance with the formula prescribed by the Interstate Commerce Commission which takes into account not only expenses related solely to passenger service but also a proportionate share of the common expenses incurred in the performance of both freight and passenger services."

The Reading, like other Eastern roads but unlike some in the Midwest, loses money on commuter runs. Higher public payments are needed to offset such losses, because the conveyance of human beings by rail is urgently necessary. We hate to think what would happen to the already crowded highways if any commuter line were to stop carrying passengers and force hordes of additional suburbanites to ride autos to and from the big cities.

Even so, apropos of Prof. Stanley Berge's thesis as cited by the author of "Pay or No, They Go," we wonder how much of Reading's passenger losses are bona fide and how much are due to what Berge terms the ICC's "outmoded and inaccurate accounting practices."

No such practices hamper Canada. The Canadian National and Canadian Pacific recently extended their successful "Red, White and Blue" and "Fare-saver" rates to operating pool services in Ontario and Quebec. Some fares are cut as sharply as 42 percent. Coach passengers traveling between Montreal and Toronto pay $7.40 one way instead of the previous $12.80. The Montreal-Quebec City coach fare is now $3.60 on off-peak days, a saving of $2.55. Even roomettes cost less on those days.

As we all know, Canada has no ICC to snare its carriers in a cobweb of red tape. But we hear disturbing rumors that, despite the fare cuts, CP will reduce its passenger service still further.

How dynamic the Union Pacific is with varnish traffic also is open to question. Since World War II it has lopped off more than half its total passenger-train mileage. Recently it combined the *City of Los Angeles* with the *City of St. Louis* between Ogden and Los Angeles—on the latter's slower schedule.

These facts contrast sharply with word from overseas. "Britain has high-speed trains on all sections of the main line," writes John Drayton, British Railways engineer. "No train service in the U.S. can match it. British runs of 90 mph start to stop are not uncommon."

Here in America, one of railroad management's most effective means of discouraging people from riding trains, according to Art Weber, president of Michigan Railroad Club, is perpetuating the complicated fare setup that confuses patrons and hinders ticket sellers.

"I am disappointed because rail labor groups," he says, "particularly the clerks' union, seem unaware of this archaic situation. It is hard for a ticket seller to explain why a traveler must pay extra *twice* in order to go from coach to sleeper accommodations. The poor salesman is burdened down with explanations that could be avoided if sensible accounting procedures were adopted."

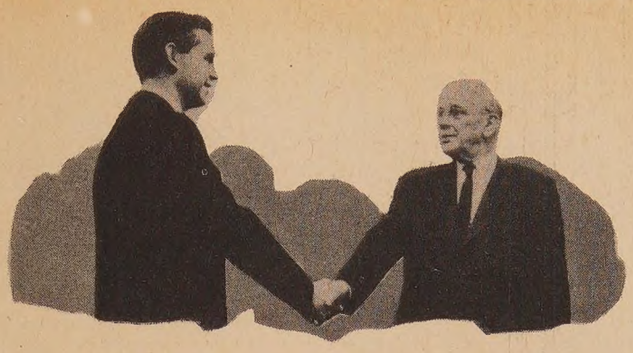
A drastic overhaul of the ancient ICC has long been overdue. This had better come soon if America's fading rail passenger business is to be revitalized.

Meanwhile, there are hopeful signs. Snappiest and most modern timetable we've ever seen is the current C&O-B&O full-color job: 28 pages of easy-to-read data plus skeletonized maps. What more could you want in a timetable? This one features B&O's "Red Circle Fares," a 31 percent reduction in one-way first-class fares Mondays, Tuesdays, and Wednesdays, and C&O party excursions to the World's Fair.

New York Central is catering to its 32,000 daily commuters by selling $2 admission tickets to the Fair at $1.50. (Child's admission, normally $1, costs 75 cents.) This applies only to suburbanites who buy NYC cut-rate rail tickets to and from Manhattan.

An indication of youth's pleasure in rail travel is the news that the junior class of Island Trees High School at Bethpage, N. Y., hired a special train on the Long Island for a swingin' 15-to-20-mile-an-hour revel last May 16th to Greenport and back. This was followed by a midnight-to-dawn rail safari of Islip High's senior class to Montauk on June 19th and a Patchoque High senior prom to the same place four nights later. Other signs of a revived interest in trains may be found in Dick Hartzler's challenging article on page 13.

Long ago, the Reading also had a wonderful flair for wooing passengers, especially on its fast runs with Camelback power between Philadelphia (Camden, N. J.) and Atlantic City. Today, a less imaginative RDG is bogged down by passenger deficits and thinking gloomily how much money it could save by returning to its original status as a freight-only road. ●



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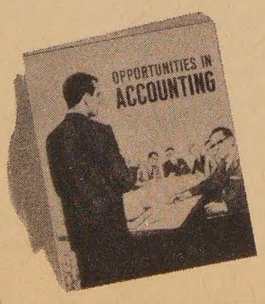

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Up from pipe works comes Morehead & North Fork 0-6-0 No. 12 (ex-Southern), past village well at Clearfield, Kentucky.
Photo by H. Reid, from his new book "Extra South" (see page 42)

THE MAIL CAR, where editors and readers meet

GOOD NEWS! With this issue, *Railroad Magazine* is proudly returning to monthly publication. We began as a monthly back in October, 1906, but detoured to bi-monthly in August '55. Now we are coming out again 12 times each year.

Our November issue will hit the news-stands October 2nd, followed by the December issue a month later, and thereafter each number will be available in the first week of the preceding month.

Size, price, and editorial policy remain the same. Readers unable to find *Railroad* on a convenient news-stand can easily obtain it by mail in the United States and its possessions for $5 a year (12 monthly issues). Canada and foreign, $6. The bi-monthly expiration dates of all subscribers are being adjusted to a monthly basis so that they will receive the full number of issues they originally ordered.

Our return to monthly status was made at the request of many loyal readers. We will continue to publish an interesting, informative, and well illustrated magazine and we expect your support in the form of additional news-stand sales and many new subscriptions. Also, we hope you will spread the good word that *Railroad Magazine* is back on the main line! ●

PARKER McALLISTER'S cover picture has caught the flavor of a now-abandoned narrow-gage line, the Ilwaco, as it looked in its prime. He painted that scene in watercolor for *The Seattle Sunday Times* and we are using it by permission. A detailed account of the railroad appears on page 18.

McAllister is on the *Times* art staff but lives at 817 Puget Way, Edmonds, Wash. 98020. "At home," he says, "I can look out over the bluish-green water of Puget Sound, the distant Olympic

Cover artist Parker McAllister has fun with HO gage model railroad layout at home in Edmonds, Washington.

An important announcement to our new and old friends

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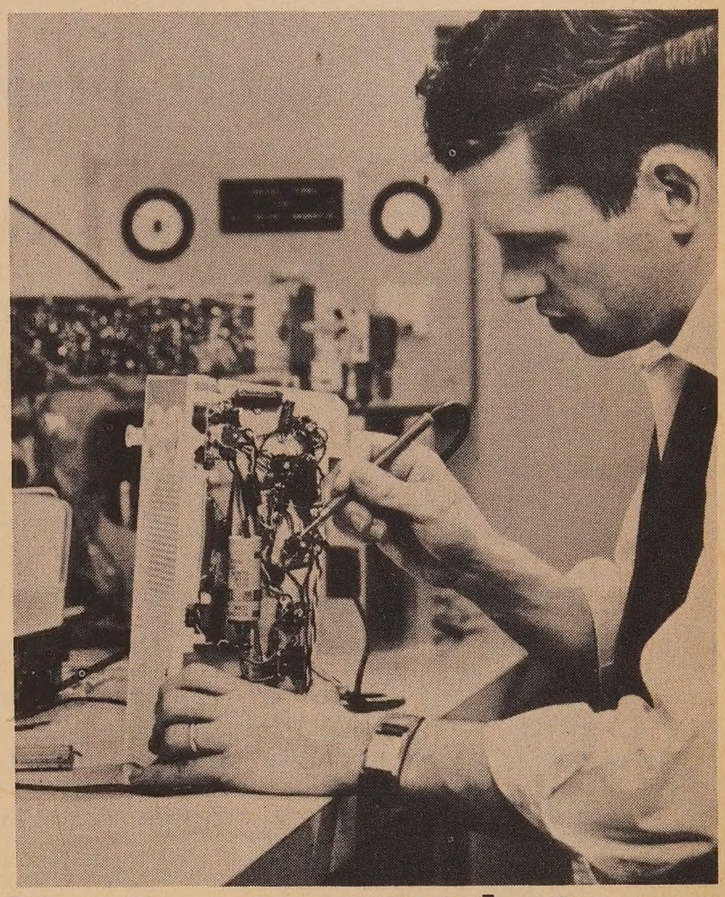

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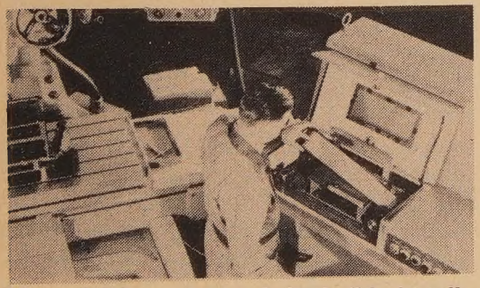
From Radio-TV Servicing and Broadcasting to missile launching sites like Cape Canaveral, NRI graduates share in the gigantic Electronics industry. Interesting jobs await you in studios, on ships and planes, in your own business. Mail coupon today for NRI catalog.



Many NRI graduates help build, install, operate and service automated electronic equipment for the new "Space Age" we live in—equipment used in offices, factories, the military. Others have important jobs as inspectors, laboratory technicans, etc., or hold essential civilian posts with the Government and Armed Forces.

J. M. SMITH
President

If you check the classified advertisements in your local newspaper, you will see more job opportunities for men with Electronics training than for any other category. These are *better than average* jobs, with bright futures . . . jobs for which YOU could qualify through NRI training. Thousands of men like yourself—most of them without a high school diploma—earn good money, enjoy greater prestige in TV and Radio broadcasting, in industrial plants making Electronic equipment or in businesses of their own.

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Throughout the U.S. and Canada, successful NRI graduates are proof that it's practical to train at home, in your spare time, at your own pace. Keep your present job while training. For 45 years, NRI has featured the best Radio-TV Electroncis training for beginners—for men without previous experience. NRI supplies training at low cost because it is the oldest and largest home-study school of its kind. You will find the Electronics field a profitable one for the ambitious man. The NRI "learn-by-doing" method is the most practical way for you to get into this exciting field quickly.

Soon after enrolling we show you how to earn $10, $15 and more a week extra fixing sets in your spare time. Mail coupon now. **National Radio Institute, Washington 16, D. C.**

NRI Trained These Men

Before enrolling I could hardly make ends meet. Now I have my own business, the best instruments and a service truck. JULIUS HILLENBRAND, Brooklyn, N.Y.

After graduating I was a shipboard radio operator. Now I am chief engineer at Station WARA.

NRI was a wonderful foundation. RAYMOND D. ARNOLD, Attleboro, Mass.

Thanks to NRI I am in a top position with the Federal Aviation Agency in the Navaids Electronic Section. JOE DUCKWORTH, Fort Worth, Texas.

Four months after starting your course I left my job in a hardware store to work at Raytheon Manufacturing. Now I am an engineering assistant in Microwave Power Tube Research and Development Laboratory. LEONARD BLOOM, Newton Centre, Mass.

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ACCREDITED MEMBER NATIONAL HOME STUDY COUNCIL

Mountains, and the Great Northern Railway which skirts the Sound between Everett and Seattle. All work stops while a train is passing. I never tire of watching them. Periodically, for no other reason than the fun of it, I ride the *International* to Vancouver, B.C., and back.

"We have a large Hammond organ, which I enjoy playing, and the proximity of Edmonds station, with resultant train sounds, occasionally causes a sour discord, which more often than not makes me chuckle."

The artist also finds relaxation in his model railroad layout, HO gage. In the course of many newspaper assignments he had such experiences as riding the cab of a 4-8-2 on the GN's Cascade Division. That was in the days of electrification, when it was unusual for a steam engine to go through, although they did once in a while for special reasons. All is diesel there now. ●

(Above) Memphis Union Station is now deserted. (Right) The Southern's Lauderdale St. depot in same city is America's oldest passenger station that is now being used as such.
Photos by John E. Martin

MEMPHIS Union Station, abandoned last April after operating 52 years, is owned by the L&N, Southern, Missouri Pacific, and Cotton Belt, but the Cotton Belt no longer carries passengers, reports Illinois Central engineer John E. Martin of Memphis, Tenn.

The MP, with only one passenger train into and out of the city, has returned to an older station, in its Georgia Street yards, built when the MP was called the St. Louis & Iron Mountain. Long ago the Cotton Belt also used it.

L&N passenger trains moved last April to the IC's Central Station, which the Frisco and Rock Island likewise use. Southern passenger runs moved to the Lauderdale Street depot, built in 1854 when Memphis first had rail service. A locomotive turntable of the old Memphis & Charleston (now Southern) is buried under the pavement there. The Association of American Railroads says this is the nation's oldest passenger depot now used as such. ●

NEWS IN BRIEF. Although the Pennsy's Altoona Works has lost its historic glory as the builder of world-famous steam power, a $5 million program is under way to revive its position as the railroad shop capital of America. The program calls for new machinery, material-handling equipment, and production methods for the maintenance of diesel locomotives and the building and repair of freight and passenger cars, particularly in view of the proposed merger with the New York Central.

A Japanese express rammed into a local standing at Nagoya station not long ago, hospitalizing 18 people. It was driven by a 22-year-old graduate of a school for locomotive engineers, with only 10 days' working experience. No fireman was in the cab.

Chicago Great Western and C&NW are engaged in negotiations looking toward a merger agreement.

A report on the miniature train concession in Griffith Park for the past three years indicates Los Angeles lost $10,000 by changing concessionaires from Samuel Bornstein to Raymond C. Farber. The loss resulted from no rent received by the city from the miniature train operation for 10 months during the change-over.

A new radio remote-control system has been installed in the locomotive repair shop of U.S. Steel Corporation's Gary Steel Works to guide an overhead crane handling diesel parts ranging up to 15 tons. This system replaced cab-operated crane control in the shop and enables the operator to steer the crane directly from the shop floor.

An agreement has been signed to provide job protection for all present qualified employees of the Pennsy and New York Central after consummation of the proposed PRR-NYC merger. Signed by officials of the two systems and of 18 rail labor unions, it is aimed at eliminating Brotherhood objections to merger.

C&O is building a $1.5 million rail-welding facility at Russell, Ky., for the production of quarter-mile lengths of new or relay rail for the affiliated C&O and B&O.

Ontario Northland is surveying the route for a new railway to be built from Timmins, Ont., Canada, to the base metals property of Texas Gulf Sulphur Co. 16 miles away.

Erie-Lackawanna has ordered 36 diesel freight locomotives costing $7.5 million. Due this September, they will replace older units, in service 15 to 20 years. Query: how long is a diesel supposed to last, anyhow? Plenty of steamers continued to perform beautifully after many more years of service than those E-L diesels gave.

N&W is building 1,500 new 95-ton hopper cars—its third order for new freight cars since last November.

Atlantic Coast Line has ordered 21 of the most powerful single-engine diesel locomotives ever built in the United States. These units, costing $5 million and totaling 54,250 hp., will be built by EMD, Alco Products, Inc., and GE, designed for high-speed freight, with 6 wheels on each truck for greater adhesion. Each builder will turn out 7 locos, known respectively as SD-35's, Century 628's, and U-25-C's.

The 12-mile Okmulgee Northern RR. in Oklahoma, with 10 employees and 2 desels, has shut down because of truck and pipeline competition.

L&N has just bought 400 covered hoppers of 100-ton capacity, P&LE 450 all-steel boxcars, and Canadian National 10 glass-topped passenger lounge cars and 500 boxcars—all of which are signs of prosperity.

The Pennsy is spending $2 million this year on additional hotbox detectors. "These electronic devices seek out the heated journals and automatically

(*Continued on page* 48)

YOU TOO CAN MAKE $1,000 EVERY MONTH!

ALFRED W. WALTER, Florida

HOW THIS COUPON LED TO $6,345 BUSINESS IN LESS THAN 2 MONTHS!

NASCAR Champion
LEE PETTY

Lee Petty, racing champion and winner of Daytona "500 Mile" uses VX-6 in his racing cars, personal car and even in his farm equipment "I wouldn't drive without VX-6, and I'm glad to testify to this fact to the motorists of America."

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Every car of any kind, any year, model or condition needs VX-6 protection. One application is all that is needed for the life of the car, and immediately old batteries spring back to life. Even new batteries are kept free of sulphation so that they start at their peak of performance always. Sell friends, neighbors, delivery trucks, fleet cabs, company cars and local governments. A single call can mean multiple sales that pay off in hundreds of dollars.

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Yes, this is the offer that National Dynamics makes you! Send coupon below for the free, complete VX-6 Sales Kit, big earnings plan, illustrated literature—everything you need to get started at once making good money in your area PLUS INFORMATION ON HOW TO GET YOUR FREE ELECTRONIC DEMONSTRATOR.

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Send me free information on how to get started making big money with VX-6 right away, plus the NEW 1961 National Dynamics Sales Kit.

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Read this Secret of Selling, Then CASH IN FOR YOURSELF

Alfred W. Walter mailed this coupon. In *Less than 2 months,* he reordered over 500 dozen units of VX-6, made more money in a month than many men make in a year. Without any knowledge or experience in cars, his FREE palm-sized Electrical Demonstration Unit closed sales in 30 seconds flat.

Proved In His Own Oldsmobile

"I tried VX-6 first in my own Oldsmobile. Results were so amazing that I ordered a trial shipment of 3 dozen units, started selling friends, then found that it was just as easy to sell volume users such as farmers, taxis, used car dealers, local governments, boat owners, service stations, department stores and industrial users.

"My palm-sized Electronic Demonstrator does my selling for me. The most fantastic, convincing selling device I have ever seen — easily worth $20,000 a year to me in sales and profits."

64 Million Reasons Why You Should Answer This Ad

There are over 67 million cars on the road. Over 3 million already use VX-6, leaving you a fantastic and responsive market. One application at only $2.98 is all that is needed for the life of the car.

Your story is as simple as that, and these facts are something that can't be resisted by any motorist with a battery in his car and a brain in his head.

FREE! *Scientific* NEW *Electronic* DEMONSTRATOR!

Engineered exclusively by National Dynamics, this mighty midget sales-maker nestles in the palm of your hand . . . works a small miracle before the prospect's eyes! Put the prongs in any glass of water . . . nothing will happen! Then add VX-6 (instantly creating electronic conductivity through the water.) THE BULB LIGHTS UP, yet water remains safe enough to drink!

IN JUST 30 SECONDS

you have presented PROOF POSITIVE that VX-6 WORKS . . . yet it WILL NOT HARM battery! You get this palm-size wonder-worker FREE with your first order!

When The Bulb Lights, The Sale Is Made!

SEEING IS BELIEVING

"Yes, one actual demonstration beats a mouth-ful of words." You can PROVE how VX-6 works, right before your very eyes. If your battery won't even hold a charge, put one unit of VX-6 into it as directed, THEN TORTURE TEST the battery like this. Turn on lights, step on starter, BUT DO NOT TURN ON IGNITION. Run the battery down completely until it is so weak the lights barely glow. Now turn off the light switch. Wait 3 minutes. Switch on the ignition and turn (or step) on the starter. The battery with VX-6 in it will start the car with a surge of power IT REGAINED IN THOSE FEW MINUTES.

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Carl Roberts California	$265	Every Month Part Time
John Bort Idaho	$1,554.00	In Only One Week
Vernon Culver Texas	$7,079.00	6 Months
S. Lester Mass.	$53,139.28	
B. Ray Virginia	$23,894.55	
S. J. Lane New York	$15,890.30	In One Year Only
Peter Janzen Illinois	$2,955.84	6 Mos. Part Time Selling This Year
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Carl Roberts Calif

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NATIONAL DYNAMICS

23 West 47 Street, Dept. AMG-9 New York 36, N.Y.

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — these are Nature's Red Flags warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

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Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

☐ Enclosed find $10. (Cash, check, money order). Send postpaid.

☐ Send C.O.D. I will pay postman $10 plus postage charges on delivery.

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RUSH THIS NO-RISK COUPON TODAY!

Pay or No, They Go

ICC testimony reveals that some roads deliberately downgrade passenger trains

by DICK HARTZLER

Lynn Michaels, silver jubilee queen of the Pacific Railroad Society, dramatizes the startling fact that passenger service was dropped from about one-fourth of America's rail network during the period from 1950 to 1960. Today the outlook is more hopeful.

SOME of our railroads are so anxious to get out of the passenger-carrying business that they remind me of the man who started burning down his house to get rid of a couple of rats." This statement by Stephen Stahlnecker, a Pennsylvania State Utility commissioner, was prompted by the revelation, brought out in public hearings, of questionable methods used by certain roads in downgrading passenger trains.

While we do not accept the grim prediction made a few years ago by Howard E. Hosmer of the Interstate Commerce Commission that long-haul rail passenger service in the United States would vanish by 1970, we cannot deny the continual shrinkage of this service.

The picture has a bright side. In some areas, especially west of Chicago and along the Atlantic Coast, railroads are actually wooing train riders and the pace of the long downward trend in passenger business has been decelerated.

Hopeful signs include the new hi-level coaches operated by the Santa Fe between Chicago and Los Angeles, the Long Island's very attractive exhibit at the New York World's Fair, the low-priced slumbercoaches on the New York Central, and the dramatic cuts in fares by the Canadian National and the Baltimore & Ohio on slack travel days. Also the Chicago & North Western's prosperous commuter service—the kind of service which on Eastern roads almost invariably shows a loss—and the Seaboard's complimentary serving of fresh orange juice and coffee and, on the Atlantic Coast Line, such trainboard attractions as movies, fashion shows, games, songfests, etc., supervised by comely hostesses. These are a few of many items on the plus side of the ledger.

"Passenger trains are here to stay," says Wayne Johnston, Illinois Central president, whose system operates the best in southern hospitality trains, the *Panama Limited*. And the Burlington proves a point by using a colorful team of passenger traffic salesmen in its territory.

Unfortunately, despite loud corporate protests to the contrary, passengers are not being sought actively by all, or nearly all, American railroads. In many areas there is a deliberate withdrawal of service. Ignored by most of the press, TV, and radio, transcripts of service abandonment hearings reveal startling facts.

Too many railroad officials discourage train-riding on the plea of mounting deficits in such operations. This plea, according to Stanley Berge, professor of transportation at Northwestern University, writing in the *Journal of Marketing*, often rests on a fictional basis, namely, the ICC's outmoded and inaccurate accounting practices.

His point is that some, but not all, of the runs that are pulled off were actually making money.

Certain managements even "kill off" trains that, according to the railroad's own figures, have been more than paying their own way. Pay or no—they go. This is done, we gather, to accomplish the ultimate aim of a more profitable freight-only system. Proof of our contention is shown in excerpts from testimony by rail officials at service abandonment hearings. For example:

"Q—So in other words, as far as you are concerned, without the Commission's approval you can so adjust the consist of trains as to have any train on your main line show a loss?"
"A—We could."

And this the railroad did. We refer to an Eastern system, one of the nation's biggest, presumably tailoring its action to the ICC formula.

Two trains, one interstate and the other intrastate, turning in an aggregate profit of $413,841 a year, were each reduced to a single coach and a locomotive—sure-fire loss items. Railroaders tagged them "ghost trains," and the name stuck. Part of their former equipment was consolidated with other trains, some was eliminated altogether, and the head-end business went to a new solid mail-express run. The abbrieviated former interstate train now operated only between Philadelphia and Pittsburgh, making connections at both points, while the intrastate run was cut back from Pittsburgh to Harrisburg.

Then the railroad sought permission to drop both trains. Here is a direct quotation from an ICC examiner's report, dated Nov. 16, 1962, regarding train 635, then running between Philadelphia and Harrisburg:

David Plowden, 44 Remsen, Brooklyn, N.Y. **May, 1959: dining car has just been serviced at Easton on the last trip of Lehigh Valley's *Black Diamond*.**

The mainstay of rail passenger business was the local train, like this on the Pennsy, and the gradual elimination of such runs jeopardized the whole structure.
Photographed at Phoenixville, Pa., by Robert E. Drummond

"On brief, the essence of the opposition parties' position is that, prior to April 30, 1961, train No. 635 was well balanced and well patronized, with net revenue, on an out-of-pocket expense basis, exceeding $72,000 in 1916 and that its present light patronage and unprofitability are not the result of nonuse by the public but rather the result of the railroad's voluntary actions in downgrading the train.

"They point out, and the record so establishes very clearly, that the railroad has the power to adjust the consist of a train without obtaining the regulatory approval, that by adjusting its consist the train can be rendered unprofitable; and that, at the time the consist of train No. 635 was reduced the railroad knew that the train would thereby become unprofitable. The losses which it presently incurs, they further argue, are self-inflicted and intentionally created in order to serve as a basis for obtaining the regulatory approval needed to discontinue the train."

This deal raised the question and answer previously quoted from the record of a hearing. Estimated saving on the two trains was put at $293,684. The chief obstacle to realistic accounting methods, as Professor Berge points out, is the ICC. The bright boys who handle figures and schedules for a living ignore a number of related possibilities.

After setting up projected deficit operations, the road under discussion applied to the Pennsylvania State Utility Commission for permission to discontinue the two trains. The board heard arguments on both sides. Then it decided that, besides juggling train consists, numbers, and schedules, the railroad had usurped commission authority in proceeding without permission, as indicated in the following testimony:

"Q—The Post Office and the railroad, then, made these arrangements and committed themselves to this irrevocable decision, prior to getting any permission from the Pennsylvania Commission, or any other commission?"
"A—Train No. 17 was arranged before any commission authority was obtained."

Following denial, the commission ordered the ghost trains restored to their original consists and schedules. The railroad "complied" by adding a single sleeping car to each run and reprinting the schedules in a regional timetable; then it turned to the Interstate Commerce Commission for succor. At the first hearing that followed, an ICC examiner questioned a railroad witness as follows:

"Q—In the course of your examination you also refer to a 'ghost' operation. I think it would be well for the record to indicate what you mean by a 'ghost' operation."
"A—My terminology of a 'ghost' operation means a train that we are forced to operate by a regulatory body, with a minimum consist, as directed by that body."

Several hearings later, the Federal agency denied permission to abandon the interstate connecting train but authorized the demise of the short intrastate run. An immediate appeal by the state commission was sustained, and the two ghosts continued to haunt the rails pending a final ICC ruling. Just recently the ICC decided in favor of the railroad, and the two ghost trains were promptly liquidated.

As we see it, the public was not served and the railroad compounded its operating loss for the sake of attaining a questionable goal. Thus, it seems, the management changed a total $413,000 profit into a paper loss of $514,000 (ghost train operation), a difference

of about $927,000 annually as shown by the records.

"That is what the service cost," a railroad spokesman said in reply to a Brotherhood counsel's question regarding the deficit created by the abortive attempt at abandonment.

This is just one example of what has been going on behind the scenes since the end of World War II. The big push was over; operating revenue was declining and costs were climbing, and the competition was getting tougher every day. You can't blame rail management entirely for its negative attitude toward passenger business. There is some truth in its contention that "We didn't desert the passengers; they deserted us."

But after more than a century of transporting people, the traditions and habits had become too firmly entrenched to be dispensed with overnight. Besides, innumerable persons still prefer train travel; and the public utility commissions, seeking to maintain a semblence of rail service, presented serious obstacles to the outright abandonment of "varnish." So a program of sabotage was devised and put into operation.

Some roads have been more active than others in downgrading passenger service. A few bucked the trend—and still do—but with a notable lack of cooperation from most of the industry.

Schedules were shuffled, interline connections severed, and sleeping cars and diners discontinued. Furthermore, ticket sales were restricted, defective equipment was used, on-line station stops were eliminated, and various petty annoyances crept in. Still people continued to ride the trains—trains that in some cases were paying their own way despite unfavorable ICC bookkeeping.

But these money-makers, while not contributing to the overall operating deficit, were fair game for the cost accounting department, which considered only the nickel in front of its nose rather than the goodwill dollar of the future. The case of the two ghost trains which refused to disappear is a good example of what we mean.

On a rival Eastern road, at another time, a good passenger run was downgraded more gradually but just as surely, over a period of years, and with more success. The record shows mail removed from train No. 280 in February, 1957; full baggage car taken off in June, 1961; Pittsburgh - Albany sleeper discontinued two months later; Railway Express diverted to trucks in September of that year; newspaper handling discontinued the following January; the Pittsburgh-Toronto sleeper cut off in June, 1962, and all service ended in December, 1962. Of course, you can't blame a railroad for the termination of a Federal mail contract, but too often a passenger train is downgraded without any such provocation. Pay or no—they go.

During the hearing which resulted in permission being granted, testimony

Bart Gregg, 1371 31st Ave., San Francisco 22, Calif.

A great train that has never been downgraded, the *California Zephyr*, on the Western Pacific wye at Keddie, California.

Besides its fast frequent service between Penn Station, Jamaica, and N.Y. World's Fair, the Long Island Rail Road has an exhibit at the Fair (shown in aerial photo), including midget train encircling the acre plot, 50-foot relief map of Island with HO scale trains running, and sawed-off sections of real locomotive and observation car, which camera fans use as props. At the right a supervisor of train movements, in a glass-enclosed room, switches full-size trains into and out of the Fair.

regarding a change in arrival time of the southbound train in question evoked the following protest by Brotherhood counsel:

"It is the protestant's contention that the applicant in this case has made a studied course of action calculated to destroy the patronage on train No. 280, and this change was just one of many which did destroy the quantity and quality of passengers on No. 280."

This same Eastern road found difficulty in rounding up enough equipment to handle a few excursions, and even had to rent coaches from another line to accomodate riders on some regular intercity runs.

What makes a carrier act that way? You'll find the answer in a combination of adverse factors such as rising costs of operation, including labor; subsidized competition, unfair taxation, the unrealistic views of many legislators and governing bodies, friction between management and labor, and sometimes conflict of interest in a corporate directorship or poor liaison between various departments.

Has the public really deserted the railroads? To a large extent, yes. There is no denying that the ownership and operation of at least one automobile per family has become a status symbol. But a rather large segment of our population actually prefers train travel and can be counted on to ride the rails even under discouraging circumstances. We have seen plenty of evidence that, given some bonus in the way of service, fares, and accommodations, another sizeable group could be lured back to the rails. This is shown by the growing passenger traffic between New York and Florida, the response to fine service offered by the Chesapeake & Ohio, and the policies on the Long Island, several Western roads, and the two big Canadian systems.

Thus the desire to eliminate passenger service does not pertain to the railroad industry as a whole. Some managements are passenger-conscious; others are not. Good service should be nation-wide, not confined to certain regions, lest by chopping off the roots you kill the whole tree.

We have examined the opinions of regulatory bodies and railroad management. What does the public think? Listen to Warren McCleary, a California businessman who travels more than 100,000 miles a year by train, plane, and automobile:

"Hospitality on the Western roads is still pretty nice. The only big Western road that is fighting to get out of all passenger service is the Southern Pacific. I make quite a few trips a year on the Santa Fe's *Super Chief* and it is really a first-class business operation. I have left Chicago or Kansas City on it, in the worst weather imaginable during the winter months, but almost invariably arrive on time. How they can bring that train all the way out here, through storms in the Rockies and through the desert, and maintain a daily schedule, is hard to believe."

A continent away, comparable remarks are being made about the Erie-Lackawanna's *Phoebe Snow*. John Young of Binghamton, N.Y., wrote in a railfan publication:

"This train ran in two sections for nearly two weeks straight during the Christmas holiday season, and on December 29th it had three sections."

Thus E-L proved that prospective passengers were available even in the deficit-ridden Northeast and it encouraged them to come out of hiding. But you can't say the same for all Eastern lines. We quote from a recent editorial in the *Harrisburg* (Pa.) *Independent*:

"As predicted in this newspaper several weeks ago, usher service has been practically dispensed with at the PRR station here. There used to be four ushers around the clock, calling trains, answering passengers' questions, and giving service, sometimes beyond the call of duty. . . . That day is over . . . except between 10:15 a.m. and 6:16 p.m.

"Is the Pennsylvania Railroad doing everything in its power to discourage people from riding trains? Is it making every effort to get rid of passenger business?"

According to Professor Berge, whom we mentioned earlier in this article, the roads don't have much time left to save what is left of their passenger traffic. He points out that they dropped all passenger runs from 53,416 miles of line between 1950 and 1960—roughly one-fourth of America's rail network! During that decade travel sank more than 40 percent while the country's fleet of passenger cars fell from 43,585 to 28,396.

Fortunately, the train travel since that time, while countinuing to drop, has not slumped at so fast a pace. But unless corrective action is taken, and soon, the situation could easily become more critical. Berge puts the issue squarely up to Congress, the ICC, and railroad management; but he has little hope that the ICC, as now constituted, will ever leave its "mossbound shell."

ICC accounting methods, he maintains, create huge phoney deficits for passenger operation, making the carriers appear a lot worse off than they really are. The best hope for holding and increasing the number of train riders, according to Berge, would be to modernize those practices. If this were done, he says, rail passenger business might even show a profit.

But the brass collars as a whole are not above censure. Berge finds many of them smug and unimaginative. He

says they put forth too little effort, if any, to make train-riding comfortable and convenient. Unless the archaic accounting methods are reformed and unless management revamps its approach to the public, he says, "passenger trains in the United States are likely to continue to be blighted, neglected, and in mortal danger of extinction."

There are glimmers of hope. Not long ago certain state utility commissioners, at the insistence of both the traveling public and railroad employes, demaned that railroad officialdom spell out future intentions regarding their obligations as to present and future passenger runs.

This is at least a step in the right direction. But it won't do much good if the ICC clings to its present accounting methods. Those methods mislead timid railroad officials into thinking they are losing money on their passenger runs, whether they actually are or not; and because of the real or imaginary loss they deliberately downgrade that service.

It's a vicious circle. Hundreds of passenger trains have been wiped out since 1950. Pay or no—they go. ●

Steam Recollections

GILBERT BURCK, who used to be associate editor of *Railroad Magazine*, previously fired Soo Line steam locomotives. He recalls those days in an article written for *Life* (Sept. 27, 1963) entitled "No Bed of Feathers." Most of his full-page piece tells about firing a Schenectady 2-8-2 on a hotshot freight run 40 years ago. He wrote:

"Soon the engine develops a kind of heavy rhythmical thump . . . The pounding jars you to the bottom of your gold fillings . . . The racket is deafening . . . The fireman needs more than sea legs; he has to develop a kind of shock-absorber reflex that adjusts automatically to an infinite variety of offbeat jerks, rolls and heaves . . . it is not merely a matter of shoveling coal. What counts is the care and judgment with which you distribute the coal over the 7-by-10-foot grate . . .

"Meanwhile, because the engineer cannot be expected to see around the boiler, you are expected to take the left seat and watch the track and call the signals and watch the track whenever the engine approaches a curve to the left. The head-end brakeman, if he is awake and feeling amiable, may do this for you, but the responsibility is yours . . ."

And that is how one oldtimer recalls a steam fireman's job long ago. ●

So long as steam trains are available anywhere, fans will ride them eagerly. We see engine 250 with a train arriving at Kempton, Pennsylvania, Oct. 27, 1963.
F. W. Trittenbach (Reading Co. conductor), 661 Chestnut St., Emmaus, Pa.

The Illinois Central's all-Pullman *Panama Limited*, one of America's finest trains, leaves New Orleans Union Passenger Terminal for fast run to Chicago.

A Forgotten Narrow Gage Line

by Freeman Hubbard

Ilwaco Railroad's 3-spot and a train crew on the Megler-Nahcotta run in 1927.
Collection of Dick Murfin, editor-publisher, Ilwaco (Wash.) Tribune

A TRAIN of the old Ilwaco Railroad on a lazy August day is pictured on our front cover. For 42 years such trains, powered by second-hand Moguls and 4-4-0's, chugged up and down North Beach Peninsula in the State of Washington, with fleecy smoke plumes filling the sky, salt spray on the rails and seagulls mewing and darting overhead. The station shown in the watercolor painting stood at Long Beach about midway between Megler and Nahcotta, terminals of the 27-mile narrow-gage.

Shrewd Lewis A. Loomis, who built the Ilwaco, paralleled Commodore Vanderbilt in one respect: both men operated steamboat lines before they went into railroading. Mr. Loomis got rail fever from watching impatiently the slow pace at which stagecoaches wheeled passengers and mail to various points on the peninsula. "We need a railroad," he told a group of business men, and in 1882 they started raising money.

Six years later his dream came true. President Loomis broke ground in Ilwaco, a fishing village, beside the wave-lapped wharf of the Ilwaco Steam Navigation Company, and began laying 60-pound rails. The road's first locomotive came from the Utah Northern, together with four flatcars. That engine was a Baldwin woodburning 2-6-0, built in 1879, and the Ilwaco's first regular engineer was George Jennings.

Before No. 1 arrived, a depot was erected in Ilwaco. Stands of timber on property along the right-of-way, including the president's personal land, yielded ties and cordwood fuel for the locomotive at two dollars a cord. Pushing northward for three and a half miles, construction gangs reached the sparsely-settled Long Beach in March, 1888, and Mr. Loomis touched off a celebration by running a special train on the 19th. Passengers sat on plank benches beneath cloth canopies rigged up temporarily over the flatcars. Banquets and speechmaking at both ends of the line followed. A month later the corporation's name was changed to Ilwaco Railroad & Steam Navigation Company.

Engine sheds, turntables, water towers, and machine shops were built at Ilwaco and at Nahcotta, the northern terminal. Nahcotta also was given a railroad depot and a steamboat dock. The first runs between those points were made in May, 1889, the same engine hauling both passengers and freight. Later the road acquired three new wooden-bodied coaches, which were named *Loomis, Easterbrook,* and *Long Beach,* and a baggage-passenger car.

Like everything else, the new railroad had problems. One director quarreled with the management, set up a rival townsite on Willapa Bay near Nahcotta, and tried to operate a competing stagecoach line and steamboat, but the Ilwaco beat him in a court suit and bought him out. On another occasion a Long Beach property owner erected a wooden fence across the track to show his opposition to the railroad's crossing his land. Engineer Jennings opened his throttle wide, ducked down in the cab beside his fireman, and rammed through the obstruction.

Soon the railroad was doing right well, carrying passengers, mail, and such bulk freight as oysters, clams, and locally-grown cranberries. Every Tuesday was Oyster Day. A thousand 80-pound sacks of oysters were unloaded a week from steamcars onto the boats for shipment from Ilwaco to Astoria and the San Francisco market.

"Pupils attending Ilwaco High School rode the cars at the expense of Pacific County," Lucille McDonald wrote in *The Seattle Sunday Times.* "Sometimes women shoppers got a free trip when neither they nor the conductor were able to make change. Once a woman dropped a ball of yarn out of a coach window and a conductor halted the train, got out, and retrieved the ball. Another time a trip was interrupted while the train crew captured a runaway horse."

Miss McDonald told of people living along the line bringing "pies and doughnuts as gifts to obliging trainmen who stopped in front of their houses to unload summer guest's baggage." No trainman wore a uniform.

The solitary engine was not enough for the increasing business, so the company bought another Mogul, No. 2, to help out. Porter-Bell shipped her from Pittsburgh, Pennsylvania, westward on a flatcar to Kalama, Washington, from which, according to Thomas E. Jessett in the *Oregon Historical Quarterly*, she was towed to Ilwaco.

President Loomis, precise and thrifty, personally served as roadmaster in addition to his other duties. It is said that he would jab the end of his gold-headed cane into a rotting tie to test it but would not replace a tie unless his cane went all the way through. Mr. Loomis lived in a Victorian mansion with an ocean frontage at Loomis station.

"The dock at Ilwaco, the central place of business," Jessett wrote, "could be reached by steamers only after the tide was in mid-flood. So each day for six days train departures were successively fifty minutes later; then in quick shift the schedule was moved up five or six hours. Probably the Ilwaco line was the only organized railroad to operate by tide table."

Each summer the road prospered, for the long, white, sandy beach and the piney woods made a vacation paradise. People from the interior valleys built summer cottages at Seaview, Long Beach, and Ocean Park and began occupying them for the season as soon as the school term ended. Some families brought along dogs, horses and buggies, and their own cows to supply milk. Slats were placed on flatcars for the conveyance of horses, cows, and dogs. "The rest of the year," Jessett related, "life on the railroad was reasonably uneventful."

There were two accidental deaths. On August 18, 1895, a section boss named David Hinman was riding a handcar on the way to join his crew when an oncoming train loomed up suddenly out of the dense fog. Hinman jumped, but lost his right leg and died on the ferry en route to the Astoria

hospital. That was the only fatal accident to an employee in the road's history. Another tragedy occurred when a small boy trespassing on company property was killed by the mechanism of the "armstrong" turnable at Ilwaco.

Speaking of accidents, Jessett wrote of "America's westernmost railroad" that a train consisting of a locomotive, a boxcar, and the combine backed off the Ilwaco wharf into the bay. "The combine, caught on the dock, was only partially submerged," he stated. "The engine crew and some passengers on the front platform swam ashore, but eight others were trapped inside the car. They soon were helped out to safety, but not before one of them, a company official, gained local fame by allegedly calling out, 'Save me first! I'm a company officer."

#7 S & S	#5 Daily ex. S & S	#3 Daily	#1 Daily				#2 Daily	#4 Daily	#6 Daily ex. Sunday	#8 Sunday
PM	PM	PM	AM	miles		miles	AM	PM	PM	PM
6.15	5.20	1.20	8.20	1	MEGLAR[1]	27	8.40	1.50	4.50	6.35
f	f	f	f	3	McGowan	24	f	f	f	f
f	f	f	f	4	Fort Columbia	23	f	f	f	f
6.30	5.35	1.35	8.35	5	CHINOOK[1]	22	f	f	f	f
f	f	f	f	8.5	Ellis	18.5	f	f	f	f
f	f	f	f	10.5	Wallicut	16.5	f	f	f	f
6.50	6.00	2.00	9.00	13.5	ILWACO[1]	13.5	7.55	1.05	4.05	4.40
f	f	f	f		Holman		f	f	f	f
7.00	6.15	2.10	9.10	15.5	Seaview	11.5	7.43	12.50	3.53	4.30
f	f	f	f		Shelburne		f	f	f	f
f	f	f	f		Beach Center		f	f	f	f
f	f	f	f		Newton		f	f	f	f
7.15	6.30	2.25	9.30	17	LONG BEACH[2]	10	7.30	12.35	3.40	4.15
f	f	f	f	18	Tioga	9	f	f	f	f
f	f	f	f	18.5	The Breakers	8.5	f	f	f	f
f	f	f	f	20	Cranberry	7	f	f	f	f
f	f	f	f	21	Oceanside	6	f	f	f	f
f	f	f	f	22.5	Loomis	5.5	f	f	f	f
f	f	f	f	24.5	Klipsan	3.5	f	f	f	f
7.45	6.55	2.50	9.55	26	OCEAN PARK[2]	2	7.05	12.05	3.15	3.50
7.50	7.00	2.55	10.00	27	NAHCOTTA[1]	1	7.00	12.00	3.10	3.45

Ilwaco Railroad timetable shows a different spelling of the name *Megler*.
Oregon Historical Quarterly

During its long period of operation the narrow-gage line had no physical connection with any other railroad. In the 1890's the Northern Pacific became a competitor by building into the region. Then in 1900 the Oregon Railroad & Navigation Company (which eventually became part of the Union Pacific) took over the Ilwaco, extended it twelve miles southward to Megler, on the Columbia River, and built a rail road terminal and boat landing there.

Around that time the road acquired its third engine, a Porter-Bell Mogul built in 1877, from the Cascade Railroad, paying $900 for her but selling her five months later for $600 because "she was too decrepit to pull a setting hen off its nest." There are gaps in No. 3's subsequent history, but we know that for many years her old boiler disfigured the skyline on Sand Island in the Columbia River near Ilwaco.

Four more engines were bought second-hand. A Baldwin 2-6-0 vintage of 1880, came from the Portland & Willamette in 1906. Then the Southern Pacific supplied two Baldwin 4-4-0's, the Ilwaco's first American types, built in 1880 and 1887. After that the short-line purchased several more coaches and a baggage car. In 1908 engine No. 2 was scrapped, 95-pound rail replaced 60-pound steel on most of the route, and more trains went into service.

According to Jessett's piece in the *Oregon Historical Quarterly* (June, 1957), the rolling stock was relettered and the line became the OR&N's Ilwaco Division. Engine No. 1 went to the junk pile and the remaining power was renumbered 1, 2, 3, and 4, each number being preceded by N to indicate narrow gage; but the N was dropped later when the rolling stock was relettered *Union Pacific*. All engines were converted to oilburners.

Despite these changes, the Ilwaco Division kept some of its country ways. At the times of the salmon run in the Columbia, crews would halt their trains beside the river and net a few fish to take home. "One love-smitten fireman," Jessett wrote, "had the engineer stop the train along the Columbia River so he could pick some flowers for his sweetheart." And *The Ilwaco Tribune* reported that a certain train "made its trips Christmas Day decorated in evergreen and holly berries."

Mr. Loomis retired from the presidency when his corporation sold the little railroad to the OR&N, and died in 1913. A special train draped in black drew the funeral party from Loomis station to Nahcotta. From there the mourners went on to Oysterville to give the deceased a Masonic burial.

Two years before that date, an automobile road had been built on the peninsula, and although the Ilwaco Division continued to flourish for a while longer, that was the first step toward its demise. The Union Pacific made vigorous efforts to combat the inroads of motor traffic, but in vain.

Then came the knockout blow, the Depression. On September 9, 1930, less than a year after the stock market crash, the last southbound train rolled dismally out of Nahcotta: two coaches pulled by the rusty Two-spot. Old-timers lined the trackside to say hail and farewell to the narrow-gage railroad that had served them dependably for more than two-score years.

Three of the four remaining engines (1, 3, and 4) were shipped to a Portland junk yard and cut up into scrap metal for the Japanese market. Some of that metal may have been used later in the attack on Pearl Harbor. Locomotive No. 2 hauled the work train that assisted in taking up the rails and turning them also, together with other railroad equipment, into scrap metal. The boiler of No. 2 eventually wound up in an Astoria laundry.

Title to most of the right-of-way was sold to Washington State Highway Department, which built a motor road that wiped out nearly all traces of the "forgotten" railroad.

Seaview railroad station is now a tavern. Ilwaco freight depot is no longer used for anything. All twelve passenger cars were sold to local residents at $5 apiece for use as summer homes. Four of them may be seen today, according to *The Seattle Sunday Times*. Here and there along the peninsula you can find such coach relics as red plush seats, wrought brass doorknobs, and luggage racks; but the Ilwaco Railroad is gone forever. Fords and Cadillacs speed over a concrete highway on its old right-of-way. ●

THE SPEEDY 4-6-6-4's

by Bert Pennypacker

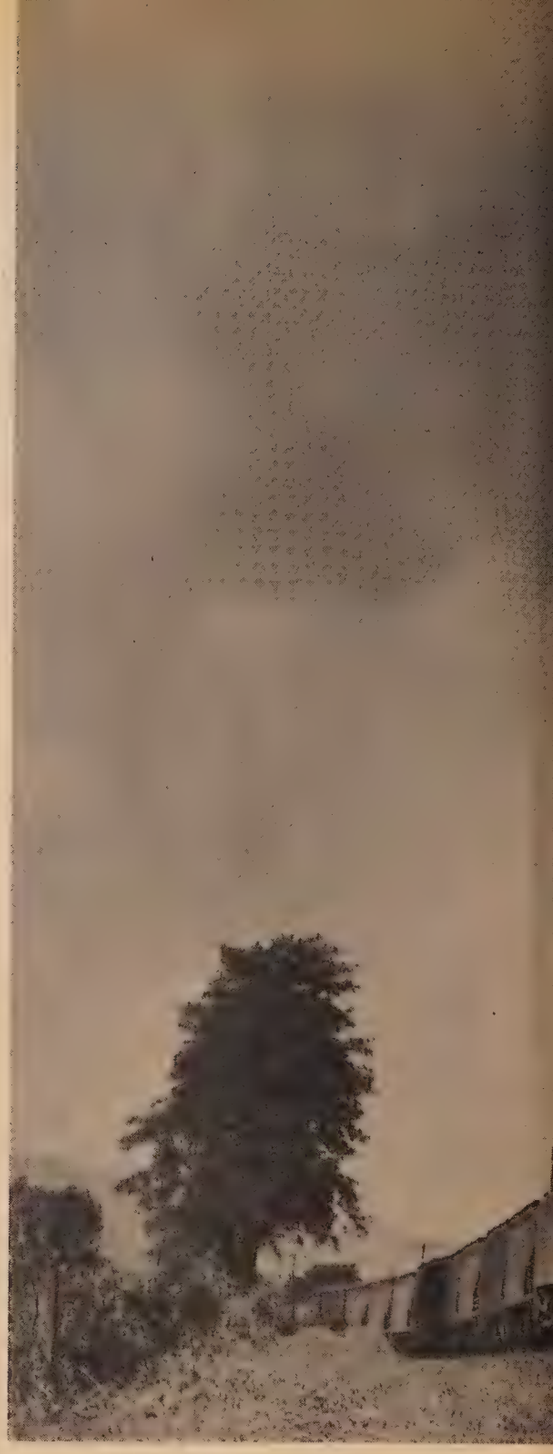
WE REMEMBER the days when giant 4-6-6-4's thundered over busy main lines. Once you saw and heard them, you never forgot the rapid exhausts of Union Pacific 3800's highballing across Wyoming or Nebraska at a mile-a-minute clip with solid blocks of bright yellow Pacific Fruit Express reefers or Rio Grande 4-6-6-4's topping the 3 percent grade at Tennessee Pass, Colo., in the rarified air of a two-mile high elevation.

In the East, seasoned Clinchfield crews had rough going as their 4-6-6-4's toiled uphill to crest the magnificent Blue Ridge at Altapass, Tennessee. The tie-bound steel corkscrewed up and over the towering mountain barrier, the final 18 miles including gas- and smoke-filled tunnels at the rate of one per mile.

Farther north, sleek Delaware & Hudson Class J's having the same wheel arrangement forwarded time freights with clocklike precision. We see a mental picture of the Lanesboro stop, where water was taken on and a pusher attached in less than ten minutes. Nostalgic steamboat-type whistles would signal the start, and the train would work her way noisily up the Starrucca Creek valley with 4-6-6-4's fore and aft.

Lower photograph by the author

(Right) Clinchfield freight doubleheaded by 4-6-6-4 No. 657 and 2-8-2 No. 411 near Erwin, Tenn. (Below) Handsome front end of a Delaware & Hudson 4-6-6-4.



This type of power enjoyed spotty popularity. It fared best in the East, its birthplace, where five of the eight railroads which owned 4-6-6-4's were located. American Locomotive Co. built the first one in 1936 for the Union Pacific. These modern machines were dubbed *Challengers* because they offered new concepts in power and speed.

Walter Thrall, a former engineman, recalls his experiences with Challengers running between Los Angeles and Yermo.

"On one occasion," he writes, "I had the then-new 3977 with a westbound

H. Reid, 8549 Wayland St., Norfolk, Va. (Aug. 6, 1948)

hotshot on the maiden trip of any Union Pacific 3900-series in California. The drivers were equipped with roller bearings and I soon learned that such engines should be handled differently from the older 3800's with friction bearings. Near Helendale I received a two-yellow approach signal, followed by a one-yellow and then a red block. I jockeyed the air brake levers, confident that I had the train under control; but when we stopped, the red block was opposite my cab. Had this been a test I might have been fired."

Thrall ran passenger trains with 3900's painted in shaded gray tones at 75 miles per hour. Once he hit 93, which *may* have been the all-time record for any articulated. Thrall says he'd never have quit working for the UP if Challengers were still around.

"Most of our engine crews agreed that the newer 3900's were more difficult to operate and fire," he adds. "We could not 'clear-stack' them. Often the Sellers exhaust steam injector did not supply the boiler adequately and we'd have to 'double-gun' them (turn on two injectors), which resulted in poor steaming. Because of the roller bearings, they required more braking down steep grades like Cajon Pass or Sherman Hill, which made the train wheels hotter."

The 3800's musical whistles and the 3900's deep-throated steamboat quills blended with rapid exhausts to create memorable sounds. Thrall tells us that the 3900's rode like Pullmans; the roller bearings kept them exceptionally smooth and quiet. While drifting at speed they had a heavy, slow-rolling quality.

IN 1936 Otto Jabelmann became a Union Pacific vice president and head of the road's new Department of Research and Mechanical Standards and as such had much to do with the Challenger saga. Other men had designed the first 40 engines (3800 series) but Jabelmann and the men under him pooled their talents to modify the existing fleet. They also redesigned three fresh batches of super-Challengers in the 1940's. Enthusiasm for these speedy articulateds prompted motive power officials to acquire an unparalleled fleet of 105 of them between 1936 and '44.

Jabelmann was a mechanical wiz-

(Left) Clinchfield 4-6-6-4 No. 671 (ex Rio Grande) at Mead siding, N.C. (Right) The Western Maryland's 1212, a mountain of steel, rolls down the 1.75 percent grade at Frostburg, Md.
Both photos made by the author in 1947

ard with firm convictions about his mechanical tastes. He died from a heart attack in England in World War II while inspecting a compound Pacific and thus was spared the emotional readjustment of seeing diesels replace his beloved big steam.

His redesigned Challengers of the 1940's boasted higher steam pressure, larger fireboxes, and superheaters. All axles had roller bearings. The mammoth 14-wheel PT (pedestal truck) tender, toting 25,000 gallons of water and 28 tons of coal or 5945 gallons of fuel oil, added about 11 feet to engine length.

Because the 122-foot 3900's would not fit onto turntables east of Cheyenne, hostlers at North Platte and Council Bluffs cussed when they showed up occasionally on the ashpit tracks at those points. Turning them meant hard work. Of course, the tender could be uncoupled, but Union Pacific men preferred to run engine and tender onto the table, then slip heavy wrecking jacks beneath the tender's rear. With the hind set of wheels raised, she'd ride merry-go-round in style.

While the UP is generally credited with having the very first Challenger fleet, the Northern Pacific blueprinted this type at almost the same time, and Alco assembled them. Actual delivery to each road in 1936 came only a few months apart. Sparked by fast freight competition, Challenger fever rose rapidly in the Far West. By 1938 the Denver & Rio Grande Western and the Western Pacific also had acquired the species. Specification-wise, NP and Rio Grande 4-6-6-4's ranked as the largest in use, by slight margins.

Northern Pacific's 4-6-6-4's had mammoth fireboxes, designed especially to burn Rosebud coal, a variety of lignite mined in Montana. Their grate area of 152.3 square feet was surpassed only by the same road's 2-8-8-4 Yellowstones. NP's 5100 series of high-speed articulateds was a familiar sight storming over the Cascades and Bitter Roots to the rocky shores of Puget Sound. The Spokane, Portland & Seattle had a modest herd of eight Challengers which duplicated Northern Pacific's Z-6 and Z-8 classes.

Coming now to the Western Pacific, we find only seven 4-6-6-4's, all confined to about 400 miles on the eastern end of the system. These were the shortest-lived of all Challengers. They ran their last miles of service on the Union Pacific in 1950, were retired in '51. This service came about because both the WP and the Rio Grande were strikebound and the Overland Route leased the idle WP articulateds to handle the torrent of diverted traffic.

Rio Grande men enthused over the capable manner in which their big Baldwin and Alco Challengers stormed over Colorado's mountainous terrain, increasing train speed and outperforming the older 2-8-8-2's. The running time of fast freights was cut by 50 minutes between Grand Junction and Helper, with 2750 adjusted tons. Of course certain heavy grades still required the ponderous 16-drivered engines as helpers. Where curves and grades permitted, Rio Grande 4-6-6-4's hit 70 mph and over.

PERHAPS the most exciting Challenger performance of all was the passenger run of 118.6 miles between Salt Lake City and Helper, Utah, with the crack *Royal Gorge*. This included a spectacular assault on the Wasatch Range up a ruling grade that hit 2.4

C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.
Clinchfield No. 655, Class E-1 (Alco, 1942), at Elkhorn City, Tenn., in 1948.

percent. Exhausts roared defiance as a dozen 70-inch drivers marched uphill to Soldier Summit (elevation 7440 feet) at a steady 25 mph.

"We kept feeding her coal, water, and sand and she went over the top without a helper—with 17 heavy steel cars," said the fireman. "One night it rained hard enough to wet the rails but not enough to wash the grease off. Things were slippery. We did well until we hit the steepest grade, over 2 percent. The drivers began skidding and I poured sand on the rails, but soon we were crawling at perhaps six or eight miles an hour. The hogger worked furiously to avoid stalling. We finally made it to the top and rolled down the other side."

This showed the importance of sand for climbing steep grades. Coal, water, and steam weren't enough. Rio Grande's Challengers carried an extra supply of "seashore" in large boxes on their pilot decks. To improve visibility and help avoid grade-crossing accidents, these boxes were painted with black and white stripes resembling the Japanese emblem, a rising sun, but this was changed to nearly horizontal stripes when World War II began.

The immense fuel and water appetites of high-capacity locomotives like 4-6-6-4's were evidenced by the big tenders they pulled. Consider the Rio Grande's run from Grand Junction to Helper. Challengers would leave either point with full tenders—26 tons and 20,000 gallons—and stop once for coal and twice for water on the run of only 177 miles.

By 1948 three Rio Grande 4-6-6-4's with bad boilers were stored at the Salt Lake City shops, and they never ran again. Hard water, with minerals and other impurities, formed a damaging scale on flues and boiler shells. Extra boiler-washing could combat this condition but the heavy demands of wartime traffic limited the washing time. The bad boilers on locomotives 3700, 3702, and 3706 could have been taken apart and de-scaled or replaced by new boilers, but soon diesels began to appear and the steamers were surplus.

Speaking of boilers, the Rio Grande's 3703 was wrecked in 1952 by an explosion due to low water while pulling a train south out of Denver. Her huge boiler soared off the underframes with a great blast, killing three men, and the front (articulated) portion of the driver assembly rolled for about half a mile down the track. Three years later the remnants of the engine were scrapped without having been rebuilt. Oldtimers said she was jinxed.

In 1936, at the time the first Challengers showed up, the idea of building high-speed articulateds was by no means new. Back in 1909, when *Railroad Magazine* was only three years old, Baldwin built two unique 4-4-6-2 compound Mallets with 73-inch drivers for the Santa Fe. "The largest and most powerful of all passenger locomotives," as they were called, whisked trains over the hilly Cajon Pass route out of San Bernardino. Two years later Baldwin created a fast freight 2-6-6-2 Mallet for the same road with 69-inch drivers and ill-fated jointed (or "accordion") boilers.

Gradually the compound articulateds gave way to simple ones. Compound Mallets, as you know, used the same steam twice, first in the rear (high-pressure) set of cylinders and then in the front (low-pressure) cylinders. A simple, or single-expansion, articulated engine used steam but once and it went directly into all four cylinders.

ALTHOUGH Alco pioneered an experimental simple 2-8-8-2 for the Pennsylvania Railroad in 1911, really successful simple articulated engines with high-capacity boilers weren't developed until the 1920's. But the average four-cylindered behemoth remained a ponderous machine with drivers no larger than 63 inches in diameter and geared for slow, heavy work, usually over stiff mountain grades.

For example, the gargantuan 331-ton simple 2-8-8-2's of Western Pacific, built by Baldwin, 1938 '9, did a good job through the scenic Feather River canyon, lugging 3400-ton eastbound reefer trains at a steady 18 mph. Monsters like the Baltimore & Ohio's 2-8-8-4, Class EM-1, and the Norfolk & Western's 2-8-8-2, Class Y-6b, could easily manage 50 mph. However, machinery and boiler-weight balancing limitations, coupled with two-wheel front trucks, kept them from moving faster with safety.

Modern concepts of speed and horsepower in simple articulated engines were born at Eddystone, Pa., in 1931. Using blueprints prepared by B&O's gifted motive power chief George H. Emerson, the Baldwin plant turned out two handsome experimental 2-6-6-2's with the magic mechanical formula which would write the 4-6-6-4 success story five years later. B&O engines 7400 and 7450 had 23x30-inch cylinders (small bore versus long stroke), 70-inch drivers, 250 pounds

Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

Union Pacific 3800-3839 were the original Challengers, built 1936-'7, first numbered 3900's. Note front end, cab, tender.

Western Pacific had only seven 4-6-6-4's; here is 406 at Salt Lake City, 1953.
All pix on this page by F. W. Trittenbach, 661 Chestnut St., Emmaus, Pa.

pressure, and a tractive effort of 90,000 pounds.

In many ways they did very well but were not duplicated because of front unit instability at high speed. Paradoxically, the B&O never had any other high-speed articulated, and Alco (not Baldwin) was destined to capitalize upon building 90 percent of all the Challengers that ever hit the rails.

In 1934 Baldwin developed the first 2-6-6-4 simple articulated type for the Pittsburgh & West Virginia, and later for the Seaboard Air Line (eventually Seaboard's engines were sold to B&O). The Norfolk & Western also adopted 2-6-6-4's and its shops built the nation's largest fleet of them between 1936 and 1950, some 43 class A's. All of them were superb.

Mechanical engineers regarded the 2-6-6-4's as excellent steamers. They got virtually perfect combustion by placing a deep firebox entirely behind the large drivers and supported by the four-wheel trailing truck. But relatively few 2-6-6-4's were built, because most experts shied away from the two-wheel front truck, stability-wise. Speeds over 60 mph were not recommended.

This learned advice apparently fell upon deaf ears down Roanoke way, or perhaps the canny N&W fellows had their own brand of know-how. At any rate, the road operated its class A's regularly at speeds exceeding 70 along relatively level sections.

THEN came the great 4-6-6-4, born of modern needs for horsepower and speed. Almost without exception it was an Alco classic. So perfect was the original combination of mechanical ingredients that 252 locomotives built for eight different roads had but slight variations and were closely rated as to hauling capacities. The design was an unusual hybrid never before seen on American rails. It had the large boiler and four cylinders of an articulated, but the running gear was designed like that of a fast passenger-hauler.

The average Challenger weighed a little over 300 tons, exerted about 100,000 pounds tractive effort, and had 69- or 70-inch drivers and 250 to 280 pounds boiler pressure. It also had four identical cylinders with diameters varying from 21 to 23 inches and a 32-inch stroke. The wheelbase length, coupled with large drivers, required the placement of rear drivers beneath the firebox. This condition limited firebox depth (and combustion advantages slightly), but was considered as only a minor drawback in order to achieve high-speed riding qualities.

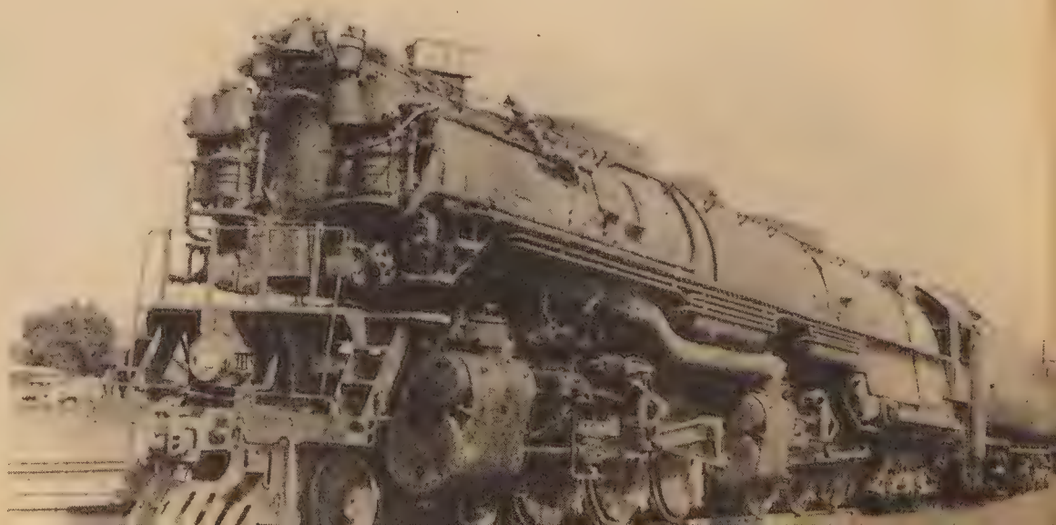
Challengers ran like greyhounds—up to 80 per on the level, which was almost incredible for their size. And they could pull heavy loads—up to 10,000 tons at slower speeds. But the 4-6-6-4 was not geared to drag freight over heavy mountain grades and usually required helpers here. For example, Delaware & Hudson's class J's managed but 2100 tons singly up the twisting 1.48-percenter northbound out of Carbondale, Pa. However, 7000 tons were hauled with the aid of three pushers, and beyond Ararat Summit the one 4-6-6-4 rolled onward to Oneonta, N.Y., without help.

Only two other articulated types ever challenged the fleetness of Challengers. The N&W 2-6-6-4's did, but we don't think their riding qualities were as smooth. The other contender was Union Pacific's own famous Big Boy (4-8-8-4), designed and built to exceed Challenger performance and to rev up their 68-inch drivers to 80 per.

In 1940, both D&H and Western Maryland bought 4-6-6-4's. D&H men

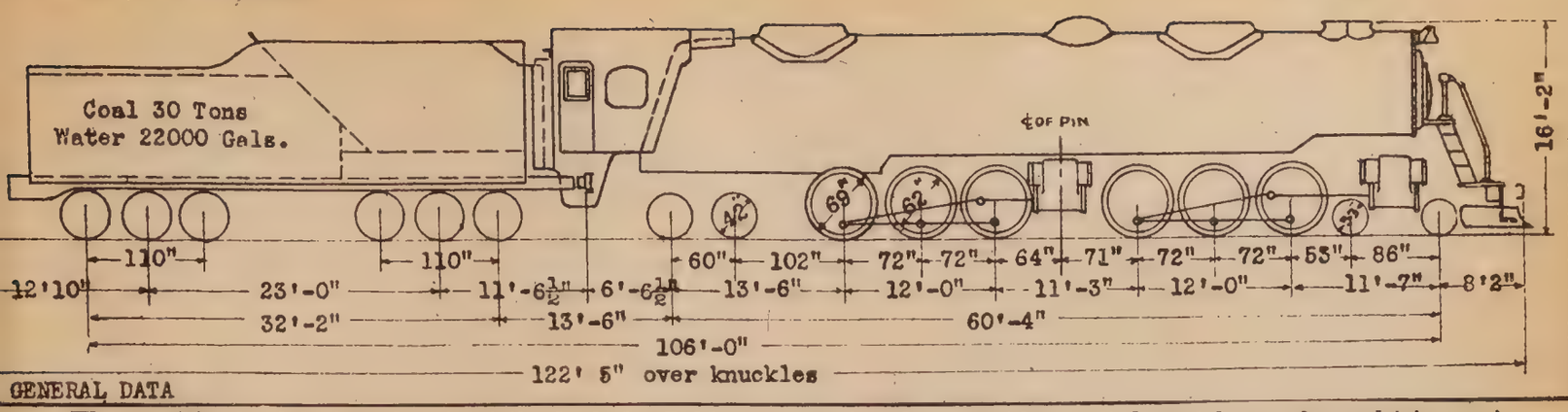
No. 901, one of Spokane, Portland & Seattle's eight 4-6-6-4's, at Pasco, Wash.

There were 47 Northern Pacific 4-6-6-4's; No. 5116 is shown at Spokane, Wash.



ilt B.L.W. Nov. 1940 - Feb. 1941
ilder's No. 62463-62464

Engines No. 1201-1212
Class M2



Western Maryland had twelve 4-6-6-4's, built by Baldwin from this design, with too little weight on front driving unit.

were proud of their engines with smoothly-surfaced outside boiler jacketing, capped stacks, recessed headlights, and welded tenders. After six decades of plodding 2-8-0 power, these speedsters were indeed a welcome sight, but a few thrifty master mechanics grumbled about their higher maintenance costs.

Delaware & Hudson 4-6-6-4's figured in at least two fatal accidents. A defective boiler on a 1500-series blew up on Richmondville Hill, killing the engine crew and landing in a nearby field. The other tragedy occurred at Rotterdam, N.Y., when the 1508 plowed into a stopped freight, with one death and two crew men injured.

Western Maryland's fleet of a dozen 4-6-6-4's disappointed operating men. Insufficient weight upon the front driving unit caused annoying troubles such as excessive slipperiness, nosing, and track damage, but the vestibuled cabs provided good protection from the elements. Like many WM steamers, Challengers had fresh air "breather hoses" connected to the airbrake system, which helped a lot when passing through tunnels filled with smoke and coal gas.

Reid tells us that Nos. 670 through 675 were built for the Rio Grande by Alco in 1943 from Union Pacific blueprints. The War Production Board, which owned them, sold the engines to the Clinchfield in 1947 after the Rio Grande had no further use for them. At first they had twin stacks, enclosed in a housing which the Clinchfield removed, later substituting a single stack.

Three of the Clinchfield 4-6-6-4's remained intact on home ground at Erwin, Tenn., until a scrap-metal dealer bought them and took them to Florida. Impressed by the interest his rusty giants had aroused, he held open house for railfans and even placed ladders against the cabs so they could pay their last respects to the doomed locomotives before the cutting torches went to work.

The final runs of 4-6-6-4's in road service anywhere occurred on the Northern Pacific in 1957 and on the Union Pacific two years later. Few successful steam types had lasted such a short time, a little over two decades. Challengers undoubtedly would be running today if diesels hadn't created a country-wide steam desert.

A total of 252 Challengers were built —all by Alco except that Baldwin built 15 for D&RGW and 12 for Western Maryland. The following list shows the ownership of all of the 252 high-speed steam giants and the years built:

Clinchfield: 12 engines, of which 8 were built in 1942 and 4 in 1947; also 6 engines built for D&RGW in 1943, acquired in 1947.
Delaware & Hudson: 40 engines, including 20 built in 1940, 15 two years later, and the rest in 1946.
Denver & Rio Grande Western: 15 engines, including 10 built in 1938 and 5 in 1941; also 6 engines (see Clinchfield).
Northern Pacific: 47 engines, including 21 built in 1936-'7, 6 in 1941, 12 two years later, and 8 in 1944.
Spokane, Portland & Seattle: 8 engines, including 6 built in 1937 and 2 in 1940.
Union Pacific: 105 engines, including 15 built in 1936, 25 the next year, 20 in 1942, 25 in 1943, and 20 in 1944.
Western Maryland: 12 engines, built 1940-'41.
Western Pacific: 7 engines, built 1938.

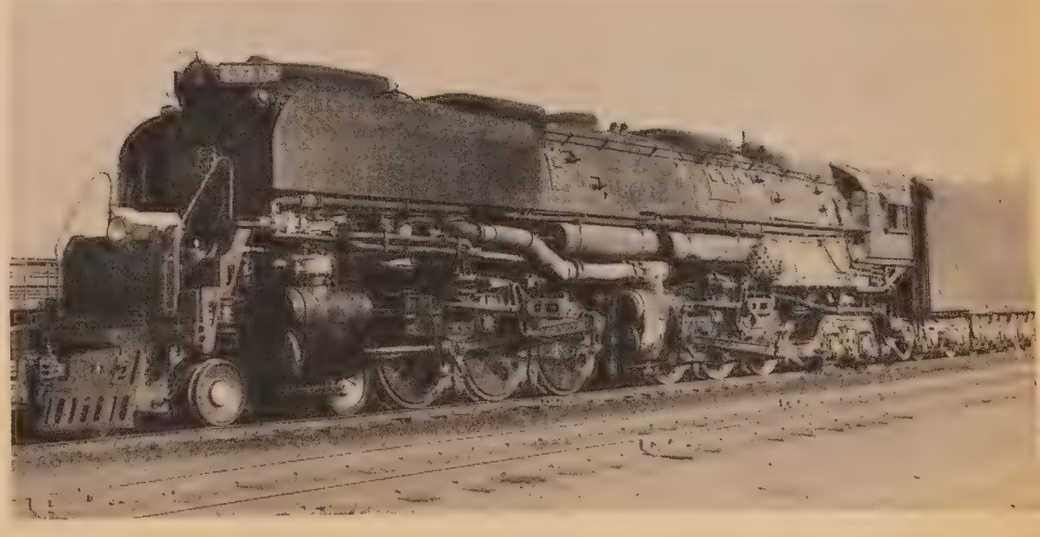
The last UP Challengers were cut up at Cheyenne in 1962, except for No. 3985, which is stored there in good condition for historical purposes. Engine 3710 also remains, but minus many parts and is little more than a boiler on wheels, renumbered 900076 and used for snow-melting at North Platte yards. Thus the 4-6-6-4 was conceived and bred of UP heritage, served first upon that road, and remains there today as the only Challenger extant. ●

CLINCHFIELD crews were enthusiastic over their 18-unit Challenger fleet, the only modern high horsepower engines the road ever had. They ran circles around aging Mikados and compound 2-8-8-2's of United States Railroad Administration design, dating from World War I years.

"They were actually clocked (unofficially) above 70 miles an hour," recalls H. Reid, author of the new book *Extra South*, "which was considerably above any company-sanctioned speed. The railroad is nearly 42 percent built on curves and the Challengers looked rather awesome swiveling and swaying down the south slope of Blue Ridge Mountain like huge multi-jointed serpentine monsters."

Photograph by the author

UP 3700-3717 were oilburners, converted and renumbered from coal-fired 3900's.

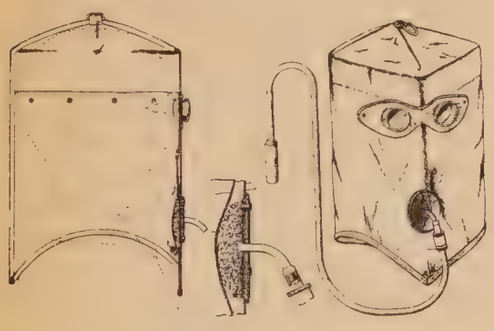


INFORMATION

Steam days on the Grand Trunk Western Railway: a passenger local is approaching Drayton Plains in Michigan.
Bob White (retired GTW section boss), 3015 De Soto St., New Orleans, La.

1 *What is, or was, a tunnel mask?*

A closely woven canvas hood, provided with goggles, was worn by crew men while riding some steam locomotives through long tunnels to minimize discomfort and prevent suffocation by poisonous gases from the stack. The type pictured here, originally costing $16, had an opening to which was attached a small rubber hose leading to a pipe coming from the engine's main air reservoir and sometimes including filtration material corresponding to modern water filters or cigarette filters.



A cool stream of compressed air expanded the mask slightly, making it fit snugly. Air flowed down over the face, past the nose and mouth and out at the bottom. But even before the Steam Age ended, most of North America's long railroad tunnels were either daylighted or so ventilated that the use of masks became unnecessary. These hoods differ from the gas masks worn today by miners, city fire-fighters, soldiers at war, etc., in that the latter are simpler and do not cover the head.

2 *Why is B&O's Transportation Museum in Baltimore closed?*

It isn't. The old red brick Bailey's roundhouse, opened in 1953 as a museum, was shut five years later as an economy measure. It was reopened July 2 this year in conjunction with the city's celebration of the 150th anniversary of the writing of *The Star Spangled Banner* during the British bombardment of Fort McHenry at Baltimore in 1814.

The museum is expected to stay open until September 30th. Its 22 tracks branch off from a wooden turntable, on the track of which stands the *William Mason,* a handsome 4-4-0 built in 1856 and still in operating condition. Also on view are other locomotives, even a diesel, old historic cars, and additional railroadiana. It's worth visiting.

3 *Print the words of an old song, "The Little Red Caboose Behind the Train," which I remember hearing on radio in England in the 1930's.*

Here is the song, author unknown.

O, I'm a jolly railroad boy and braking is my trade,
As I run upon the road each day and night,
Throwing switches, making fly-stops, as along the road I go,
Taking care to see the train is made up right
O, yes, we're always ready, whene'er we're called to go,
Either in the sunshine or the rain,
And you'll always find a jolly crew if you'll only come and see
In the little red caboose behind the train.

(Chorus)

O, the brake-wheel's old and rusty, the shoes are thin and worn,
And she's loaded down with link and pin and chain,
And there's danger all around us as we try to pound our ear
In the little red caboose behind the train.

One red light we hang upon each side, another on behind,
As day goes by and night comes stealing on;
And you bet the boy that rides ahead, he keeps it in his mind
For to see that all the train is coming on.
And when we're near the station we're startled from our thoughts
By the sound of the whistle's thrilling scream,
Then we skip out on the hurricane deck and leave our car behind,
That little red caboose behind the train.

4 *Define the term "gandy dancer."*

Railroad section worker or trackman. The term came from the dancelike motion of men tamping ties, sometimes with equipment turned out by the old Gandy Manufacturing Co. of Chicago.

5 *Many timetables have stations marked +, meaning "coupon station." What is that?*

A station selling interline tickets.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine,* 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

Twilight on the Norfolk & Western: 2-8-8-2 and 2-6-6-4 doublehead a freight through Clay, Va., Sept. 8, 1957.
Photo by H. Reid from his new book, "Extra South."

6 *What is a duplex steam locomotive?*

Any articulated steam type is a duplex, regardless of whether it has one boiler or two, or one that is connected, or one under the tender.

"The word *duplex* originally referred to a Mexican Central engine built by Rhode Island, a double-boilered 2-6-0 + 0-6-2," writes Bill Pennington, a Western Pacific hogger, Box 478, Portola, Calif. "Some such engines were built with common fireboxes, others with two separate fireboxes. That was in 1892, but as early as 1886 Fairlie built some 0-6-0 + 0-6-OT's. In 1871 Mason built some for Lehigh Valley.

"In my time, the McCloud River Railroad had such an engine, but I never saw her. Many 0-4-0 + 0-4-0's built by Baldwin in 1917 for wartime service in France were modified Fairlies called the Pechot type, with two boilers at adjacent ends and a common firebox."

Incidentally, a triplex is an articulated steam locomotive with three sets of drivers, such as those the Erie and Virginian used to operate.

7 *Which American trains have master bedrooms and shower baths?*

The *Crescent Limited*, the *Broadway Limited*, and the *Panama Limited*. Some private cars, such as the one owned jointly by Lucius Beebe and Charles M. Clegg, also boast these luxuries.

8 *Where can I find Canadian steam engines operating, stored, or displayed?*

No regular steam operation is left in Canada, but the Upper Canadian Railway Society's *Newsletter* reported last January that at least 66 Canadian National and Ontario Northland steamers were extant at that time. Since then the situation has changed. Besides, the list does not include the Canadian Pacific nor common-carrier shortlines nor industrial shortlines.

In reprinting the *Newsletter's* list, prepared by J. F. Mellow, we ask readers to send us any data that would bring it up to date. Asterisks indicate operating but not in regular service.

Canadian National on Display

81	2-6-0	Palmerston, Ont.
86	2-6-0	London, Ont.
593	4-6-2	Cornerbrook, Nfld.
1158	4-6-0	Saskatoon, Sask.
1392	4-6-0	Edmonton, Alta.
1521	4-6-0	Gravenhurst, Ont.
1531	4-6-0	Barrie, Ont.
2141	2-8-0	Kamloops, B.C.
2616	2-8-0	Haliburton, Ont.
2719	2-8-0	Kindersley, Sask.
2747	2-8-0	Transcona, Man.
3254	2-8-2	Ashland, Pa.
4008	2-10-2	Rainy River, Ont.
5080	4-6-2	Prince Albert, Sask.
5093	4-6-2	Regina, Sask.
5270	4-6-2	Moncton, N.B.
5588	4-6-2	Windsor, Ont.
6043	4-8-2	Winnipeg, Man.
6060	4-8-2	Jasper, Alta.
6069	4-8-2	Point Edward, Ont.
6213	4-8-4	Toronto, Ont.
1008	2-6-0	Morrisburg, Ont. (Lettered Grand Trunk Ry.)

Canadian National in Museums

47	4-6-4T	"Steamtown USA"
49	4-6-4T	CRHA Delson, Que.
89	2-6-0	"Steamtown USA"
96	2-6-0	"Steamtown USA"
1112	4-6-0	CRHA Delson, Que.
1165	4-6-0	CRHA Delson, Que.
1395	4-6-0	"Steamtown USA"
1520	4-6-0	CRHA Delson, Que.
1551	4-6-0	"Steamtown USA"
2601	2-8-0	CRHA Delson, Que.
3239	2-8-2	CRHA Delson, Que.
3377	2-8-2	"Steamtown USA"
4100	2-10-2	CRHA Delson, Que.
5288	4-6-2	"Steamtown USA"
5529	4-6-2	St. Louis, Mo.
5550	4-6-2	CRHA Delson, Que.
5702	4-6-4	CRHA Delson, Que.
6015	4-8-2	CRHA Delson, Que.
6039	4-8-2	"Steamtown USA"
6153	4-8-4	CRHA Delson, Que.
7312	0-6-0	Strasburg R.R., Pa.

CN Not Displayed or Future Unknown

40	4-4-0	Montreal, Que.
91	2-6-0	Langstaff, Ont.
92	2-6-0	Wilmington, Del.
247	0-6-0T	Montreal, Que.
713	2-6-0	Montreal, Que.
1533	4-6-0	Philadelphia, Pa.
2164	2-8-0	North Bay, Ont.
2534	2-8-0	Longue Point, Que.
5107	4-6-2	North Bay, Ont.
5114	4-6-2	Transcona, Man.
5700	4-6-4	Joffre, Que.
6001	4-8-2	Transcona, Man.
6077	4-8-2	Fort Rouge, Man.
*6167	4-8-4	Toronto, Ont.
*6218	4-8-4	Montreal, Que.
6200	4-8-4	Joffre, Que.
6400	4-8-4	Joffre, Que.
7260	0-6-0	Westville, N.S.
8447	0-8-0	Turcot, Que.

Ontario Northland on Display

503	2-8-0	North Bay, Ont.
701	4-6-2	Englehart, Ont.
702	4-6-2	Sept. Isles, Que.

9 *How is locomotive tractive power converted to horsepower?*

It isn't. In diesel-electric there is no direct relationship between tractive power and horsepower. Says Sy Reich: "Horsepower is normally a function of the diesel motor and the generator design. Tractive power at low speeds is normally a function of the locomotive weight and the factor of adhesion. At higher speeds, tractive effort is related to hp. by the factors of efficiency, gear ratio and wheel diameter, and locomotive speed."

10 *What is a Granuflow car?*

Granuflow is a trade name of a new high-speed system for pneumatic transporting and conveying of such dry materials as flour and cement in large bulk and for unloading railcars, trailers, and barges, developed by B. F. Good-

Car's Granuflow system permitted unloading 100,000 lbs. of flour in 1½ hours, compared with 4 to 6 hours usually needed for ordinary unloading.

Four Atlantic Coast Line water towers, including the twins shown here, are still standing at Waycross, Ga. Tank in foreground is storing water.
J. L. Durrett, Jacksonville, Fla.

rich Co. It is based on the principle of moving, through hose or pipe, a high volume of material with just enough air to fluidize the mass for flowing.

11 *List the equipment on display at National Railroad Museum, Green Bay, Wisconsin.*

The *Dwight D. Eisenhower,* British Railways No. 60008, a green streamlined Pacific, has just arrived at the museum as a gift from the British Government. This engine drew the general staff's train in Britain during World War II and made speeds up to 125 mph.

At Green Bay it joined a Union Pacific "Big Boy," 4-8-8-4 No. 4017; Milwaukee Road 4-8-4 No. 261, Soo Line 4-6-2 No. 2718, Santa Fe 2-10-4 No. 5017, DM&IR 2-10-2 No. 506, C&O 2-8-4 No. 2736, Sumter & Choctaw 2-8-2 No. 102, Lake Superior & Ishpeming 2-8-0 No. 24 (operational), Menominee Sugar Beet 0-4-OT, the *General Pershing* 2-8-0 No. 101, and Wisconsin & Yesterday 0-4-OT No. 29 (in service). Also Cassville & Exeter 2001 gas-electric Plymouth (operational), Wisconsin Public Service 0-4-0 gas-electric drive No. 0518 (operational), 6 passenger cars, 5 freight cars, and a Soo Line steam wrecker, we learn from David Vannes of Green Bay (1504 Dousman St.).

12 *I am a free-lance writer. A small publishing house has asked me to do a book on a certain phase of railroading. Which officials should I query for facts about their roads and permission to take photos on company property?*

Depends upon what facts you need. In general, such requests are sent to the public relations men. Here is a list of them. Warning: most railroad public relations departments are seriously understaffed. They don't have time to answer questions based on mere curiosity and, like us, they dislike long letters.

Akron, Canton & Youngstown RR.: Vincent H. Johnson, president, 12 E. Exchange St., Akron 8, Ohio.

Alton & Southern RR.: Henry R. Neill, mgr. of industrial relations, 3105 Missouri Ave., East St. Louis, Ill.

Atchison, Topeka & Santa Fe Ry.: William C. Burck, director of personnel, 80 E. Jackson Blvd., Chicago 4, Ill.

Atlanta & St. Andrews Bay Ry.: H. H. Simms, president, Dothan, Ala.

Atlanta & West Point Rail Road: Marshall E. Bowie, director of personnel, 4 Hunter St., S.E., Atlanta 3, Ga.

Atlantic Coast Line RR.: Donald T. Martin, assistant vice pres., 500 Water St., Jacksonville 2, Fla.

Baltimore & Ohio RR.: William E. Pyne, director of public relations and adv., Baltimore 1, Md.

Bangor & Aroostook RR.: Howard L. Cousins, Jr., vice pres., marketing, Bangor, Me.

Bessemer & Lake Erie RR.: R. B. Hood, assistant to president, P.O. Box 536, Pittsburgh 30, Pa.

Boston & Maine RR.: Dana Phillips, assistant to vice pres., 150 Causeway St., Boston 14, Mass.

Cambria & Indiana RR.: J. H. Smith, supt., Colver, Pa.

Canadian National Rys.: C. A. Harris, director of public relations, 935 de la Gauchetiere St. W., Montreal 3, P.Q., Canada. (U.S. public relations officer: William J. Dewan, 630 5th Ave., New York, N.Y.)

Canadian Pacific Ry.: D. B. Wallace, mgr. of public relations, Windsor Station, Montreal 3, P.Q., Canada.

Central of Georgia Ry.: Walter C. Scott, Jr., vice pres., 227 W. Broad St., Savannah, Ga.

Central Vermont Ry.: Frederick W. Hutchinson, gen. mgr., St. Albans, Vt.

Chesapeake & Ohio Ry.: Fred F. Costello, public affairs manager, or M. B. Dolinger, mgr. of news division, Terminal Tower, Cleveland 1, Ohio.

Chicago & Eastern Illinois RR.: G. E. Morgan, director of personnel and public relations, 646 Chicago Rd., Chicago Heights, Ill.

Chicago & Illinois Midland Ry.: James E. Dare, president, 821 Illinois Bldg., Springfield, Ill.

Chicago & North Western Ry.: F. V. Koval, director of commuter and passenger service, 400 W. Madison St., Chicago 6, Ill.

Chicago & Western Indiana RR. and Belt Ry. Co. of Chicago: J. R. Ekholm, sec.-treas., Dearborn Station, 47 W. Polk St., Chicago 5, Ill.

Chicago, Burlington & Quincy RR.: A. M. Rung, director of public relations, 547 W. Jackson Blvd., Chicago 6, Ill.

Chicago Great Western: B. R. Harris, vice pres., industrial development, 700 Mulberry St., Kansas City 1, Mo.

Chicago, Milwaukee, St. Paul & Pacific RR.: George H. Kronberg, director of public relations and adv., 824 Union Station, Chicago 6, Ill.

Chicago, Rock Island & Pacific RR.: James G. Pate, executive assistant, public relations and adv., LaSalle St. Station, Chicago 5, Ill.

Clinchfield RR.: C. S. Sanderson, gen. mgr., Erwin, Tenn.

Columbus & Greenville Ry.: W. E. Roberts, sec.-treas., P.O. Drawer 591, Columbus, Miss.

Delaware & Hudson RR.: J. P. Hiltz, Jr., vice pres., operation and maintenance, Albany 1, N.Y.

Denver & Rio Grande Western RR., public relations dept., Box 5482, Denver 17, Colo.

Detroit & Mackinac Ry.: C. A. Pinkerton, Jr., president and gen. mgr., Tawas City, Mich.

Detroit & Toledo Shore Line RR.: Ernest L. Ray, gen. mgr., 131 W. Lafayette Ave., Detroit 26, Mich.

Detroit, Toledo & Ironton RR.: W. W. Doyle, sec.-treas., 13530 Michigan Ave., Dearborn, Mich.

Duluth, Missabe & Iron Range Ry.: Alfred Scheideker, traffic mgr., 201 Beal Bldg., Duluth 2, Minn.

Durham & Southern Ry.: W. J. Kerr, Jr., gen. traffic mgr., 306 S. Dillard St., Durham, N.C.

Elgin, Joliet & Eastern Ry.: Robert J. Schiek, exec-assistant, Box 907, Joliet, Ill.

Erie-Lackawanna RR.: George C. Frank, assistant to president, 714 Midland Bldg., Cleveland 15, Ohio.

Florida East Coast Ry.: R. L. Baker, gen. pass. agent, St. Augustine, Fla.

Georgia & Florida RR.: Homer M. Walker, public relations, Box 903, Augusta, Ga.

Grand Trunk Western RR.: A. A. Monson, public relations mgr., 105 W. Adams St., Chicago 3, Ill.

Great Northern Ry.: Charles W. Moore, exec. assistant, public relations and adv., 175 E. 4th St., St. Paul 1, Minn.

Green Bay & Western RR.: A. H. Schaeffer, assistant to president, Green Bay, Wis.

Gulf, Mobile & Ohio RR.: B. M. Sheridan, vice pres., public relations, Box 881, Mobile 5, Ala.

Houston Belt & Terminal Ry.: J. T. Alexander, president and gen. mgr., Union Station, Houston 2, Tex.

Illinois Central RR.: George M. Crowson, assistant to president, 135 E. 11th Pl., Chicago 5, Ill.

Illinois Terminal RR.: William A. Nelson, Jr., vice pres., traffic, Globe Democrat Bldg., 710 N. 12th Blvd., St. Louis 1, Mo.

Indianapolis Union Ry.: F. T. Smith, supt., Union Station, Indianapolis 4, Ind.

Jersey Central Railroad: Nathan W. James, director of publicity, Jersey City Terminal, Jersey City 2, N.J.

Kansas City Southern Ry.: W. E. Carry, adv. mgr., 114 W. 11th St., Kansas City 5, Mo.

Kansas, Oklahoma & Gulf Ry.: John B. Green, vice pres., traffic, Muskogee, Okla.

Kentucky & Indiana Terminal RR.: C. W. Ashby, president and gen. mgr., 2910 North Western Pkway., Louisville 12, Ky.

Lake Superior & Ishpeming RR.: L. C. Smith, traffic mgr., Marquette, Mich.

Lehigh & Hudson River Ry.: Clifton C. Brown, vice pres., treas. and comptroller, Warwick, N.Y.

Lehigh Valley RR.: O. H. Hoffman, director of public relations, 143 Liberty St., New York 6, N.Y.

Long Island Rail Road: James A. Schultz, vice pres., public relations, Jamaica Station, Jamaica 35, N.Y.

Louisville & Nashville RR.: Peyton B. Winfree, Jr., director of public relations and adv., 908 W. Broadway, Louisville 1, Ky.

Maine Central RR.: Joseph H. Cobb, director of public relations, 222 St. John Street, Portland 4, Me.

Manufacturers Ry.: R. W. Schmidt, president, 2927 S. Broadway, St. Louis 18, Mo.

Missouri-Kansas-Texas RR.: M. R. Cring, vice pres., 420 Gimblin Rd., St. Louis 15, Mo.

Missouri Pacific RR.: R. J. Maxwell, director of publicity and adv., St. Louis 3, Mo.

Monon RR.: K. A. Voth, vice pres., traffic, 332 S. Michigan Ave., Chicago 4, Ill.

Nevada Northern Ry.: F. E. Agan, traffic mgr., East Ely, Nev.

New York Central RR.: Douglas Campbell, vice pres., 466 Lexington Ave., New York, N.Y. 10017.

New York, Chicago & St. Louis RR. (Nickel Plate): C. B. Bennett, assistant to president, Terminal Tower, Cleveland 1, Ohio.

New York, New Haven & Hartford RR.: Allen D. Fields, asst. vice pres., public relations, 54 Meadow St., New Haven 6, Conn.

New York, Susquehanna & Western RR.: E. H. P. Gilman, assistant to president, 160 Market St., Paterson 1, N.J.

Norfolk & Western Ry.: William A. Lashley, director of public relations and adv., Roanoke 17, Va.

Norfolk Southern Ry.: J. Milton Dillard, assistant to president, industrial, Box 2210, Raleigh, N.C.

Northern Pacific Ry.; Walter A. Gustafson, mgr. of adv. and publicity, St. Paul 1, Minn.

Pennsylvania RR.; John K. Murphy, director of public relations, Philadelphia 4, Pa.

Peoria & Pekin Union Ry.: C. P. Grauer, gen. agent, Peoria 2, Ill.

Piedmont & Northern Ry.; Thomas G. Lynch, director of industrial development and public relations, Box 480, Charlotte 1, N.C.

Pittsburgh & Shawmut RR.: E. J. Halberg, president, Shawmut Bldg., Kittanning, Pa.

Pittsburgh & Lake Erie RR.: John W. Barriger, president, P&LE Terminal, Pittsburgh 19, Pa.

Pittsburgh & West Virginia Ry.: James A. Parsons, assistant to president, Box 4440, Pittsburgh 5, Pa.

Reading Company: Rod Craib, director of public relations, Reading Terminal, Philadelphia 7, Pa.

Richmond, Fredericksburg & Potomac RR.: C. E. Mervine, Jr., assistant to president, Broad St. Station, Room 300, Richmond 20, Va.

St. Louis-San Francisco Ry.: Martin M. Pomphrey, assistant to president, Frisco Bldg., St. Louis 1, Mo.

Savannah & Atlanta Ry.: Charles E. Gay, president, Box 1491, Savannah, Ga.

Seaboard Air Line RR.: W. E. Rachels, assistant vice pres., public relations, Box 1620, Richmond 13, Va.

Soo Line RR.: Wallace W. Abbey, director of public relations, Soo Line Bldg., Minneapolis 40, Minn.

Southern Ry.: B. E. Young, assistant to president, Southern Ry. Bldg., Washington 13, D.C.

Southern Pacific Co.: C. E. Peterson, vice pres., system passenger traffic and public relations, 65 Market St., San Francisco 5, Calif.

Southern Pacific (Texas & Louisiana Lines): Joseph L. Bart, Jr., public relations mgr., 913 Franklin Ave., Houston 2, Tex.

Spokane International RR.: W. A. Graydon, director of public relations, 384 Pittcock Block, Portland 5, Ore.

Spokane, Portland & Seattle Ry.: G. F. Ehlen, traffic mgr., 1111 American Bank Bldg., Portland 7, Ore.

Tennessee, Alabama & Georgia Ry.: D. E. Hedges, 8president, Siskin Bldg., 1478 Market St., Chattanooga 8, Tenn.

Terminal RR. Asso. of St. Louis: Charles G. Cross, gen. traffic mgr., Union Station, Room 303, St. Louis 3, Mo.

Texas & Pacific Ry.: R. A. Malone, director of public relations, Fidelity Union Tower, Dallas 1, Tex.

Toledo, Peoria & Western RR.: J. Russel Coulter, president, Box 1259, Peoria, Ill.

Toronto, Hamilton & Buffalo Ry.: P. W. Hankinson, gen, mgr., James and Hunter Streets, Hamilton, Ont., Canada.

World's largest earth-fill dam is being built near Oroville, Calif., with 500 horsepower "consist" of twin General Electric U25C diesel-electric locomotives hauling 4400 tons of earth and rock each trip to dam site from 12 miles downstream on Feather River. Train is loaded in 8 minutes. Job will be done in 1968.

Union RR.: R. B. Hood, assistant to president, 1119 Frick Bldg., Pittsburgh 30, Pa.
Union Pacific RR.: William R. Moore, gen. director of public relations, 1416 Dodge St., Omaha 2, Neb.
Wabash RR.: R. B. Eaton, mgr. of public relations, 1686 Railway Exchange Bldg., St. Louis 1, Mo.
Western Maryland Ry.: C. R. Zarfoss, vice pres., traffic, 300 St. Paul Pl., Baltimore 2, Md.
Western Pacific RR.: public relations dept., Western Pacific Bldg., San Francisco 5, Calif.
Wheeling & Lake Erie Ry.: George Durham, president, 2201 Terminal Tower, Cleveland 1, Ohio.
Winston-Salem Southbound Ry.: J. H. Swaim, traffic mgr., Winston-Salem N.C.
Youngstown & Southern Ry. and Montour RR.: W. C. Stype, supt., Coraopolis, Pa.

Running Extra

We welcome the three C's: comments, criticism, and corrections. Here is a tip on writing letters—to us or anyone else. Start with a friendly sentence and save your criticism for later on in the letter. To open with a negative note puts your reader on guard instead of into a receptive mood.

Lawyers and politicans making speeches which assail their opponents almost invariably begin by agreeing with some minor point raised by the other side and then plunging into the attack. It is a smart technique. Even prize fighters shake hands before they slam each other all over the ring.

We knew the late Dale Carnegie personally. The thesis of his famous book, *How to Win Friends and Influence People,* is that everyone warms up to real appreciation—and we don't mean flattery. Each person you contact would like to think you are interested in his viewpoint. Pretending to agree or trying to please everybody is downright stupid. But give a little attention to what the other fellow has done or aims to do. The sweetest music to anyone's ears is the favorable mention of his own name.

When you write letters, express yourself in terms of your correspondent's interests. Do that, according to Carnegie, and you are on your way toward winning friends and influencing people. This rule applies whether you are asking a favor, addressing a pen pal, telling us what you think of *Railroad Magazine,* courting a girl, or seeking a job.

For example, every professional journalist knows that a magazine editor's job is to print the kind of material he believes will attract the most readers. The successful free-lance writer thinks in terms of what the editor needs. If he thought only of his own problems he would not be successful.

Dale Carnegie was right. And now, having let off steam, we get back to the business of railroad information.

Will some reader supply the words of a song containing the line "The dulcet, muted whistle of the Pennsylvania train" to John Waite, 3790 Summit Rd., Barberton, Ohio?

"Who can tell me anything about the late D. W. McLean of Spokane, Wash?" asks Robert Pearson, Rte. 1, Box 194, Chattaray, Wash. 99003. "Did he try to get at least one steam loco pic of every type used by every U.S. road? I acquired his huge collection of railroadiana: hundreds of photos, old issues of *Railroad Magazine,* dating back to Vol. 1, No. 1 (Oct. 1906), *Railway Age* back to the early 1900's, *Trains* back to Vol. 1, No. 10; R&LHS *Bulletins* back to No. 3, many others. This material I will sell for his sister's benefit."

Information is wanted by Marvin Sutherland, 5742 Creekland, Houston 35, Texas: "Are there still any rail motor cars similar to California Western's M300, which formerly ran on MP track between Helena and Magee, Ark.? What became of the open-vestibule, steel-sided coach that was used for years on a Frisco mixed train in Oklahoma? What happened to the Dardanelle & Russellville's well-cared-for wooden coaches and baggage car (which were seen in movies?"

Kramer Adams, 2 Normandy Lane, Atheron, Calif., wants poems, tall tales, etc., about the legendary Indian Valley Line, on which any boomer could be sure of getting a good job.

"Lester Harlow's history of steam turbine locos (June issue) failed to mention that the Great Northern operated a GE steam turbine-electric, No. 2, for a short time about 20 years ago on its Spokane Division," writes Walt Thayer, Box 75, Wenatchee, Wash. "Brass collars with no knowledge of such equipment burned out the motors and generators and sent it back to the GE shops. No. 2 was so far gone that GE scrapped it."

This reply comes from Lester Harlow, 39 E. Rosevear Ave., Orlando, Fla.: "I did not overlook that locomotive. She was tried and tested on the Union Pacific. In describing experimental locos or other equipment, one does not necessarily list all the roads that had them. In many cases, what appears to be a new engine in service on a certain line may be only a demonstrator.

"This particular loco ran for short periods on several lines, but so far as I know, only the UP really put much company effort and funds into trying to make her work. She was ultimately junked at Erie, Pa., but some of her parts found their way into gas-turbines of the 1949-'52 era.

"It is regretable that so very few experimental locos of any kind around today try to utilize new principles of

Experimental steam turbine-electric locomotive photographed on Great Northern. Collection of Walter Thayer, Box 75, Wenatchee, Wash.

power application. Even the other ones mentioned in my article did not provide anything new in the form of producing power. All of them, except the Pennsy experiment, tried to burn coal, make steam, and generate 'juice' for electric motors. What is needed is a method of burning coal in such a manner as to obtain direct thrust without the intermediate steps. This summer I may visit Omaha to check on what the UP is doing with its coalburning turbines."

Adding to our list of zoo railroads (June issue): Lincoln, Neb., children's zoo has a railroad with a simulated steam engine. Duluth, Minn., runs "kiddie" steam trains in its zoo and Point Park, while a Northern Pacific 2-6-2, No. 2435, is displayed at the zoo, reports John Lyko.

"A $42,000 scale-model steam railway is being installed at Assinboine Park, Winnipeg," writes Gary Rostad, 16 Portland Ave., Winnipeg 8, Man., Canada. "It will have 3,000 feet of 24"-gage track, 3 cars, a station, plank platform, tunnel, coal dock, water tank, settlers' cabin, and crossing signs. The steam engine will burn coal. There will also be a gas-powered steam-type locomotive giving off simulated smoke. Fare, 25 cents, adults and children."

Mr. Rostad asks, "Who can supply the words to ballad 'Engine 143'?"

Our April department pictured a safety seat-belt in the cupola of a DM&IR caboose. Does any reader know of other railroads using caboose belts? The Pennsy requires that such belts be installed in all company-owned and leased motor vehicles and autos used by PRR employes on company business.

Readers are asked to send detailed information on all amusement-park railroads anywhere in North America to Herschel M. Lewis, 9278 Kewen Ave., Sun Valley, Calif., who is gathering such material for book publication. This is somewhat different from Spencer Crump's project; see Switch List.

We have an unsigned note from someone living at 182 Prospect Ave., Bayonne, N.J. If he identifies himself we will publish his request.

"Were plans ever drawn for a 4-12-0 type locomotive in the United States?" asks Warren Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138.

"Union Pacific, not CB&Q, operates over the Santa Fe between Daggett and Riverside Jct., Calif.," writes C. R. Bishop, 424 Iris St., Redwood City, Calif., commenting on item 1 in our June department. "Sierra Railroads's Jamestown-Angels branch, mentioned in item 5, was abandoned long ago. I have enjoyed *Information Booth for* many years. It is the part of your magazine I turn to first."

Photo of an Erie 3200 Class locomotive, of which Alco built 25 in 1918, is wanted by Robert Pettigrew, 111 8th Ave., Rm. 1539, New York, N.Y.

"What was the color scheme of the Louisville, New Orleans & Texas ventilated boxcars, including Fast Transit Line car 5128?" asks Alan Blick, 150 Broadway, West Attleborough, Mass.

Our June department stated: "Colored pictures of steam locomotives are wanted by G. Venario, mechanical engineer, 8 Fregulia St., Milan, Italy, for a paralyzed boy who is very fond of steam locomotives." Mr. Venario's latest letter says:

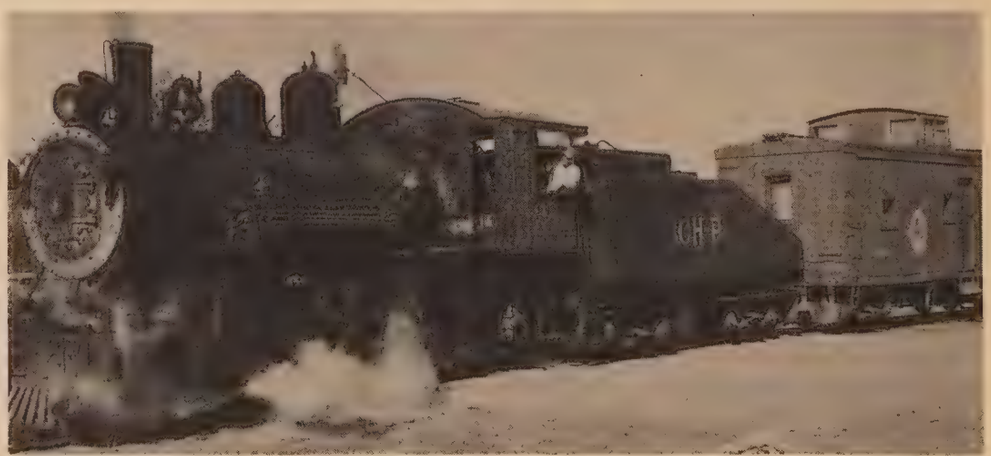
"I bless your readers for their generous response. We are still receiving railroad cards, pictures, books, maps, etc., from locomotive engineers and numerous other people in the United States, Canada, and other countries. My helpless little friend is happy with so many nice things. His engine picture collection is the envy of healthy boys all over Italy and his mother is deeply touched. Please thank your readers. If any of them come to Milan I hope they will visit us. We have a special sense of gratitude for one girl who wrote she was unable to send the paralyzed boy anything but prayed for him." ●

Ferrocarril Chihuahua al Pacifico

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date
60	900	Alco Pr.	S6	B-B	46,000	229,500	1955
70	1200	FM	H12-44	B-B	34,000	246,000	1961
101-102	1000	Alco Pr.	S4	B-B	69,000	230,000	1955
500	1600	Alco-GE	FA-2	B-B	73,800	208,000	1952
501-525	1600	FM	H16-44	B-B	73,800	246,000	1955-63
600-604	1600	FM	H16-44	B-B	73,800	246,000	1960, 3
701-703, 714, 716.	900	Alco Pr.	S6	B-B	46,000	229,500	1955

Based on data from General Manager of CHP and Supt. of Motive Power of F.C. SBC roster is accurate as of April 13, 1964. Locomotive builders: Alco Pr.—Alco Products; FM—Fairbanks-Morse; Alco-GE—American Locomotive Co.—General Elcetric. Tractive effort and weight are given in pounds. No. 500 was sold to F.C. Sonora-Baja California, then sold to Ferrocarril del Sureste. ●



A few days before dieselization, Chihuahua al Pacifico No. 3 was seen switching the yard at Los Mochis in Mexico. This 2-6-0, Porter vintage of 1914, came from the Minneapolis, Northfield & Southern in the United States. (c) F. H. Worsfold, 5302 Shepard Station, Columbus 19, Ohio.

CBS television show "Petticoat Junction" (see June *Information Booth*) features the *Hooterville Cannonball* with Smiley Burns in the role of Engineer Charlie Pratt. Burns never smokes or drinks, wrote 200 songs for Gene Autry, was "Ole Frog" in many Western films, and reputedly has earned over $3 million to date. Both of his parents were ordained ministers.

Photo from H. Allen Lane, 6739 Carrwood St., Orangevale, Calif. (courtesy of Wilbur T. Golosn)

Fred W. Perry in the cab of 425, on his narrow-gage Florida Southwestern, a steam line that offers tourists a 2-mile ride into scenic swamp country 4 miles west of St. Augustine on State Road 16; fare 50¢, kids 25¢. The FSW is worth visiting. Chartered in 1870, abandoned in 1902. Fred revived and rebuilt the line with 15 years of toil and about $240,000. He says the 425 is the only slim-gage passenger Pacific type in service anywhere. The coaches are steam-heated in cold weather.

Photo from Fred W. Perry, 44 S. Whitney St., St. Augustine, Fla.

Billings streetcars passing City Hall and central firehouse, 28th and First Avenue (above), and the site of the present Midland Bank in that city.
Collection of Al Moorman

Photo from Billings Gazette

MONTANA'S FIRST STREETCAR LINES

by Al Moorman and Steve Maguire

SIX years after the Battle of Little Big Horn—the only major victory that Indian braves ever won over the United States Army—a horse-drawn street railway was established at Billings, Montana, about fifty miles from the battlefield.

This railway ran between Billings and Coulson. The latter was the earliest white settlement in that area and dates back to 1876, the year of the Custer massacre. They named it after the owner of the first packet boat to navigate the Yellowstone River to the landing there.

Hunters and traders flocked to Coulson. So did lusty, brawling adventurers, card sharps, homesteaders, and gunslingers. Then came creaking covered wagons filled with plump bejeweled madames and their girls, both white and halfbreed, each one for hire by the half-hour or all night. Wooden buildings were erected. The general store, restaurant, gambling houses, saloons, and brothels turned the wilderness into what the residents fondly hoped would become "the Omaha of the West." Mindful of the Custer incident, blue-jacketed troops went into the area to protect the settlers. Girls danced in the gin mills, waited on table, drank with the customers, and occasionally rifled the money belts or gold-dust pokes of sex-starved drunks who followed them into their bedrooms.

In 1882 the Northern Pacific laid rails westward from Bismarck, North Dakota, to the Pacific Northwest. Bypassing Coulson, which was on the projected route but which stood on low swampy ground, they built a station on higher land a mile or so west.

A new town, Billings, named after the NP president, grew up around the railroad depot and soon prospered. An enterprising livery-stable proprietor operated a hack service between the two towns. For a dollar you could rent a surrey for an evening's fun with your lady friend. Some of the Coulson girls moved to Billings. A company was formed to build a horsecar line between Billings and Coulson. Stock in the Billings Street Railway sold quickly.

In the summer of 1882 two small bobtailed horsecars, painted bright yellow, were bought from the St. Paul (Minn.) City Railway and shipped to Billings via the Northern Pacific. Along the way there was much publicity and fanfare, intended as much to advertise the new town and sell lots as to bring rail transit to the area.

Many of the lots disposed of were located in swamps beside the river or on nearly perpendicular sides of rimrocks. In some cases the same land was sold several times to different buyers. Track for the horsecars was light T-rails such as mine-owners used, laid on whatever ties were available. The route started near the NP depot on Minnesota Avenue, led along 26th Street to 4th and then eastward through bogs to the Ash & Boots Brewery at Coulson.

The motive power consisted of two temperamental cayuses. Even before the first official run, a gust of wind blew one car some distance down the track.

The service was nothing to brag about. Cars often jumped the rails. When this occurred near a saloon the passengers would "tank up" and then lift the light vehicle back onto the iron, and the journey was resumed.

Only one car ran at a time. There was no schedule, a trip being made whenever enough travelers showed up. The round trip took about an hour, depending upon the driver's thirst and the pony's disposition. Service was supposed to start at 8 a.m., but sometimes it would be 9 or 10 before the driver, Frank L. Mann (later a Billings police court judge) could round up and harness one of the horses.

Billings operated the first battery cars west of the Mississippi, all 4-wheel double-enders. Here is No. 10.
Stephen D. Maguire collection

Fare was two bits. Mr. Mann stimulated business by attaching to each ticket a coupon good for one beer at the A&B Brewery. But even with this inducement, the number of riders gradually dwindled so much that the line folded up in 1883, after less than a year of operation.

As the local *Gazette* stated: "Billings boasted the first streetcar system in Montana, but it took a free glass of beer with every ticket to keep it going as long as it did."

The rails were taken up and sold to a Bozeman mine and the two cars were left to rust ingloriously on the banks of the Yellowstone near Coulson. Later, one car was lost in a flood, and the other was stored in a barn.

In 1909 some of Billings' leading citizens, members of the Benevolent & Protective Order of Elks, stole the lone car in a drunken frolic at about 3 o'clock on a Sunday morning, while the sky was still dark, and shipped it on a flatcar to Miles City, where the Elks were holding a convention. Last known of the old horsecar was a report that in 1917 a salesman saw it, badly damaged, in a barn at Miles City.

Meanwhile in 1900 the population of Billings had risen to 3221, and ten years later it exceeded 10,000. Smaller Western cities such as Sheridan, Cheyenne, Lead, and Deadwood had streetcar lines but Billings hadn't. This was too much for civic pride to bear. The citizens voted to establish such a line, and wealthy oil men financed the venture, this one to be called the Billings Traction Company.

Construction, which began in the summer of 1911, was delayed by a blizzard that winter. On March 1, 1912 the line was completed and opened for service. Instead of horse-drawn vehicles, the new company bought battery-operated cars with modern Edison-Beach electrical equipment from J. G. Brill Company. Each car, painted canary-yellow with red trim, could hold 28 seated riders plus a number of standees.

The first car covered 107 miles on its best day, and six more were bought. Numbered 10-15, they provided the earliest battery-car operation west of the Mississippi. All were four-wheel double-enders. A barn was built for them near the battery-charging station at First Avenue and Division Street. In time there were four routes, terminating respectively at the NP depot, State Avenue, the business district, and the Stapleton Building.

Five cars at a time were usually running between 6 a.m. and midnight, with a 20-minute daytime headway. Ten conductors worked nine-hour shifts, seven days a week, while two shopmen charged the batteries and made minor repairs. The entire system cost $200,000.

There were grandiose plans in those days to extend the line to Yellowstone Park, nearly 100 miles away, but the overloaded and underpowered cars would never have been able to negotiate the steep grades and hairpin curves of mountainous terrain, so the idea died.

Montana winters are never mild. The first hard freeze of 1912 chilled the glamour of battery cars. Two inches of snow stopped them; ice caused frequent derailments. One car left the icy rails and careened at about 15 miles per hour into a house. On another occasion, so weak was the battery power that a cowboy lassoed a car and stopped it with his rope and cow pony!

Not long after service started, J. B. Arnold, the company treasurer, noticed that fare collections were dropping badly. It turned out that several crew men were knocking down fares. A trap was set, and each was given a 90-day jail sentence. After that, revenue improved.

But the company could not stand the pressure of more than three severe winters. By 1916 no money was left to continue operation, and they closed down. down.

The following year a new firm was incorporated to build a trolley system under the name Billings Railway, Light & Power Company. Local residents were asked to invest $150,000 in its stock. Six or eight new, heavy, steel, double-truck cars were to be ordered, with old battery cars used as trailers. The proposed line would be modern in every respect and a great advertisement for the city.

It looked good on paper. But the new company flopped without turning a wheel. The day of the small-town street railway was rapidly drawing to a close; the family automobile had come, and funds for a new Billings street railway were not to be had. And that ends our story. During the Depression in the early 1930's the rusted rails of the old Billings Traction Company were taken up from the streets and stored. Later they were sold as scrap metal.

Today, any railfan tourist visiting the Custer battlefield who drives over to Billings in hopes of finding some physical trace of the two ill-fated streetcar ventures is doomed to disappointment. Those cars have long since gone, along with General George A. Custer, Sitting Bull, and the red-light Coulson girls. Even the few oldtimers who remember the jogging little horsecars and the unreliable battery cars are fast dying out. •

Today the *Vista Dome North Coast Limited* stops proudly at the Northern Pacific depot in Billings, but both of the city's streetcar systems have long since gone.
K. F. Roahen, Billings, Montana

Scenes on Bob's *Black Diamond Farm.*
Richard Mansley, Philadelphia, Pa.

Interesting Railfans No. 22 — BOB HESS

by Freeman Hubbard

NO OTHER place on earth is quite like Robert Talbot Hess's *Black Diamond Farm.* It used to be a working farm, before it became a railroad museum named for a now-vanished express train. Today it provides a good living for the fat woodchucks that nibble at its vegetable patch, but Bob doesn't mind. Neither do his wife or their two small children, Allan and Emily. They're all fond of animals. They have a black dog named Lady and two big tomcats, and every summer they board horses and donkeys.

Bob Hess

The farm is located on Route 5, Box 80, in Flemington, N. J., about an hour's drive from Bethlehem, Pa., where Bob is employed by the Lehigh Valley Railroad.

"I hired out to the LV more than four years ago," he says, "through seeing a bulletin-board notice in a traffic school I was attending in downtown New York City, and have since served as a chief clerk and a freight sales representative. Until recently, I traveled nearly 2,000 miles a month on company business and commutation."

Born March 13, 1927, in Cleveland, No. 22 grew up within two blocks of the New York Central main line and spent much time around the East 105th Street station, watching the steam trains come and go. He was thrilled by the whistles, bells, and thunderous exhaust, and the patterns of lighted passenger-car windows that flitted by at night. The old building was razed in 1941.

"I can still see it in my mind," he told me, "its yellow brick walls, its tiled roof, taxicab portico, and evanescent engine smoke. John D. Rockefeller, Sr., grandfather of the present Governor of New York State, often used that depot en route to and from his Forest Hills estate in East Cleveland."

Both of Bob's parents worked for railroads at one time or another, his mother as a Baltimore & Ohio clerk and his father as a locomotive fireman on the Lake Shore & Michigan Southern and the Wheeling & Lake Erie. His sister is an Erie-Lackawanna secretary-steno. Other kinfolk were a Pennsy hogger and a B&O chief dispatcher. Bob belongs to the R&LHS, Railroad Enthusiasts, ERA, Railroadians of America, NRHS, Train Collectors' Association, CERA, and Steamship Historical Society of America.

While attending a Steamship meeting one evening he met a fellow member named Jean and fell under her spell. On a cold November day in 1952, aboard the old Lackawanna ferry *Elmira,* he proposed marriage while they were chugging across the steel-gray Hudson River. Jean said yes, and later they became man and wife.

"I suspect that prior to the wedding Bob was a bit reluctant to divulge the full extent of his huge collection of railroadiana," said a mutual friend, Mary Ann Lum, "and risk the possible dismay of his bride on their honeymoon. Even then the amount of material he had stored away was just short of breathtaking. Well, they bought their first home in Basking Ridge, N. J., and then the collection began to arrive—in boxes, crates, barrels, and sundry wrappings. Jean gasped at first but took it in good spirit."

Mrs. Hess puts it this way: "I am fortunate to have a husband who is a railroad hobbyist rather than, let us say, a 'girl' collector or a 'horse race' collector. At least I know where he is on week-ends and with whom he is associating. I am not jealous of the time he spends with interlocking towers so long as he provides for his family, which he does. To be sure, there are some odd characters in his hobby, I've met a few of them; but I, too, am a collector—of ship memorabilia—so we have a transportation-oriented house."

Unlike Bob, who is one of the world's worst cooks, Jean handles culinary matters with the artistic skill and loving care she gives to woodworking and photography. No. 22 is a man of deep sentimental attachments. Average height. A thin, wiry dynamo of nervous energy, impatient for results, with a good sense of humor but somewhat shy and introverted.

He collects railroad photos, mostly steam and Midwestern interurban electrics, and has made numerous scrapbooks of railroad clippings. He also amasses public and employe timetables, rulebooks, switch locks and keys, annual passes, hand and marker lanterns, headlights, bells, whistles, builders' plates, gages, and trainmen's uniforms and badges. This material, on display throughout his house and in two barns, includes large clocks from railroad station walls, mostly Reading and B&O.

"In addition," he says, "I have a lot of railroadiana that doesn't interest the average fan, such as dining-car crockery, glassware, and silver services, and furniture and fixtures from passenger depots and railroad offices."

One of his exhibits resembles a suburban-type railroad waiting room. It

Hess named his farm for the famous Lehigh Valley train *Black Diamond*, pictured in 1905 with a 4-4-2 Camelback, No. 2453.
Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

contains such items as massive brass and steel ticket grilles, huge interline ticket cabinets, one dating back to 1870; old timetable display racks, dispatchers' telegraphic and telephonic equipment, oak and mahogany paneling from various depots, ceiling light fixtures, both gas and electric, and train bulletin boards.

But that isn't all. Bob has a Traveler's Aid desk and lamp, many station information signs, and a vast lot of interline tickets dating back to the 1880's, all mounted in binders. Much of his material came from old LV stations at Easton, Allentown, and Wilkes-Barre, which haven't been used for passenger service since Feb. 3, 1961. Other items were picked up at different locations.

And still that isn't all. He has innumerable old toy trains made by Ives, American Flyer, Dorfan, Lionel, Bing, and Marklin, and he operates model trains on three different track layouts: standard gage, O gage, and European gage one. His zest for acquiring scale models of American locomotives, coaches, and freight cars is as keen as his nostalgia for tinplate.

Gaslight Era. Bob uses liquid petroleum gas for outdoor lighting and to heat the swimming pool you see here.

One of the model trains that Bob prizes highly was built in London in 1896. The engine, which actually gets up a head of steam on powdered coal, runs on a six-inch-gage track. Reportedly it was part of a vast layout built by a wealthy Englishman for his 12-year-old son at a staggering cost.

"Furthermore," says Bob with a note of pride, "I specialize in collecting, reassembling, and operating ancient railroad signals and signal equipment of all types, including block and interlocking, and highway-crossing warning signs. I hope eventually to get representatve types of all major signals as they evolved over the years. My interest includes component parts of the signals (relays, etc.) and interlocking equipment, both armstrong and power-operated."

Bob dislikes inert signal displays. All of his signals are operable. Old railroad signal batteries and charging rectifiers produce low-voltage DC to run them. Many work automatically with the passing of model trains on the standard and O gage layouts nearby.

As No. 22 talked, my wonder grew that one man could have so much railroadiana. "I have a double-arm, upper-quadrant semaphore formerly used for interlocking; a double-arm, automatic, electro-pneumatic, lower-quadrant semaphore; a position-light block signal; two types of dwarf signals; three crossing bell alarms; four wigwag signals, and switch-stands and targets.

"It give me pleasure to restore these devices and see them come to life again. I am thrilled to save things from the junk man. Some of the work I do myself, but I depend much upon assistance from such men as signal department officers and maintainers on various railroads. Without their help I would still only *dream* of operating the devices instead of actually doing it."

Some equipment, because of its bulk and size, was transported to *Black Diamond Farm* with considerable difficulty. Setting up the signals outdoors involves such problems as concrete footings to pour and underground conduits to lay. Because there is almost no railroad LCL service into his area, Bob had to rely on trucks, often with poor results. He finds much of the service poor and the truck drivers generally unwilling to handle such deliveries. Until he put his power lines underground, the invading trucks did serious damage to overhead wires and tree branches.

Assembling and adjusting antique devices like these challenge one's ingenuity. Old parts are no longer available; you must improvise. Tracing electrical troubles in ancient circuits can be an all-day affair. Bob's signal equipment came form the Norfolk & Westtern, LV, Reading, NYC, Jersey Central, E-L, and Southern Pacific, and as I write these words he is negotiating for a signal from the North Shore Line.

"All my items have come through legitimate channels," he states. "Railroads, you know, practically never give things away. But working for one road as I do puts me in a good position to locate items I want. Outsiders often find that doing business with railroad purchasing departments is frustrating."

Old depot baggage truck serves as a backdrop for this shot of Mrs. Hess and the children, Allan and Emily.

Last LV steamer, 4-8-4 No. 5210, bought in 1943, was scrapped Dec. 12, 1952, just after this photo was made outside the main locomotive shop at Sayre, Pa. Weight on drivers 269,000 pounds, tractive power 66,700 pounds. Unfortunately, the fifteen shop officials posing here obscured some of the interesting details.
Lehigh Valley Railroad photo

The entrance to *Black Diamond Farm* is graced by an unusual group of five lamps, triple-globe brackets on a five-globe combination bracket. Mounting that mammoth display to the top of a cast-iron post was quite a job. Behind the house is a swimming pool, where Bob has placed a Welsbach gas lamp. There are also single gas lamps in the yard and at the entrance to the home. These are authentic gas lamps once used for city street lighting.

A 500-gallon tank of liquefied petroleum gas supplies fuel for this Gaslight Era display. The lamps have pilot lights. Clocks turn them on and off automatically. The same LP-gas for the lamps is used to operate a heater which automatically warms the water of the Hess 40-foot swimming pool.

"We get a lot more enjoyment from our pool in spring and fall," he explains, "because our LP-gas heating extends our outdoor swimming season."

A small building, almost out of sight behind a stone wall, houses the swimming-pool filtration plant and its compact LP-gas heater. On the upper level of the barn Hess has an office from which he runs his railroad empire. The oldtime rolltop desk and other office fixtures and equipment are reminiscent of a stationmaster's office of yesteryear.

"An air-compressor to be installed under the museum's main floor will provide enough pressure to operate another signal and one of my train whistles," he says, referring to some uncompleted work. "I own several whistles, one from a New York Central Hudson-type and the others from interurban cars.

The house itself, built by an early settler in 1804, is charmingly decorated with antiques, in which railroadiana and ship pictures figure conspicuously. Beside the fireplace in the den is a scale model of a 4-4-0 built by a patient Pennsylvania Railroad shopman. It is accurate to the last rivet. Bob's periodical collection includes files of *Railroad Magazine, Trains, Railway Age,* and *Modern Railroads,* and somehow, miraculously it seems, he finds time to read them all.

"I'll never forget my thrill at finding a copy of *Railroad Magazine* for the first time," he says. "That was in May, 1940. I enjoyed the fiction stories of a New York Central conductor, the late John Johns, especially his novelette 'Smoke Gets in Your Eyes.' Such stories give a faithful portrayal of the railroad man's life of long ago."

"Do many visitors come here?" I asked.

Bob shook his head. "Just a trickle. Up till now, I have never publicized my exhibit. It is strictly a labor of love. My sole objective is to preserve many worthwhile aspects of the railroad scene which would otherwise have gone to the junk dealer. There are a few other things I want to get," he adds wistfully. "The right antique fountain for my railroad station display, a lineside mail crane such as those from which Fast Mail trains used to pick up mail sacks on the fly, a three-wheel track velocipede, and a good train-order board."

From a friend of his, Elmer A. Danielson, Jr., I learned: "Bob is one of the most articulate, well-read persons I know. I admire him for his dry Midwestern wit and his adeptness at puncturing other people's balloons of pomposity."

No. 22 used to enjoy looking at railroad feature movies, but found so many boners in them all that he has lost interest. Among his pet peeves are "the absolute monomania for the automobile which affects so many people." He gets real mad, too, when he brings up the subject of "greedy real-estate developers who desecrate the once-beautiful countryside more and more each year in the name of economic growth" and he grows majestic stands of evergreen trees on *Black Diamond Farm* as a one-man conservation program.

Other things that irk Bob Hess are the general public's ignorance of—and indifference to—the plight of America's railroads and the gross unfairness with which the roads are treated. His alltime favorite poem, *Will the Lamps Be White?*, was written by a Denver & Rio Grande hogger, Cy Warman, in the days when white was the clear indication and green meant "proceed with caution." Here is that poem:

Oft when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eyes around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown, at night,
I look along the line to see
That all the lamps are white.

A blue light marks the crippled car
The green light signals "slow,"
The red light is a danger light,
The white light. "Let her go!"
Again the open fields we roam,
And when the night is fair,
I gaze up in the starry dome
And wonder what is there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend;
The run seems short tonight.
God only knows what's at the end;
I hope the lamps are white. •

(No. 23 will be William S. Young.)

Photograph by James D. Johnson

Steve Maguire's

TRANSIT TOPICS

CONSTRUCTION of the new high-speed $60 million rapid transit line from Philadelphia to south Jersey has been started, following the sale of Pennsylvania-Reading Seashore Lines' right-of-way for 11 miles between Camden and Kirkwood, N.J. Over $8 million has been spent already on this project, including the cost of removing part of the Camden freight yard, new bridges in the riverfront area, and trackage. Operation will begin in 1966.

Steve Maguire

"SKOKIE SWIFT," as they call the new experimental Chicago Transit Authority line from Howard Street in Chicago to Dempster Street in Skokie, Ill., over former North Shore Line tracks, is already a big success, reports Alex Darragh, Wilmette, Ill.

Before CNS&M was abandoned, it carried an average of 1700 daily riders between Dempster Street and downtown Chicago. The new line, requiring a change at Howard Street for a trip downtown, attracted more than 4000 riders the first day. Where did they come from? The added convenience of a 380-space parking lot for autos, built beside Dempster Street station, had much to do with it. By 8:30 a.m. on the first day, all spaces were taken and 200 motorists had to be turned away.

So great was the rush of passengers that regular schedules had to be scrapped 45 minutes after the first trains began running. Thereafter, during the rush period, trains ran at high speed in shuttle service, even making the 5 miles in 5 minutes instead of the scheduled 6½ minutes. By the end of the first week the fourth new timetable, with more trains added, went into effect; and Saturday service was introduced.

Meanwhile, the South Shore Line,

Cutting a ribbon marked official opening of new Skokie Swift shuttle service.
George Krambles, 914 North Blvd., Oak Park, Ill.

Skokie Swift "bow" is being raised automatically as car makes 65 miles an hour.
James D. Johnson, ed., Electric Traction Quarterly, Box 591, Wheaton, Ill.

The official first train on the Chicago Transit Authority's experimental line.
George Krambles, manager of Skokie Demonstration Project

New Orleans PS car 832 (left), on old St. Charles Street run, is now owned by the Arden (Pa.) Trolley Museum.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

Highballing at 2 miles an hour: monorail train at Miami Seaquarium.

Interior of AMF monorail car at New York World's Fair is blue-laminated wainscoting with bisque ceiling of the same kind of material.
Masland Duraleather Co.

last of the long-distance traction systems in the Chicago area, running 90 miles into South Bend, Ind., has had another drop in passenger traffic, losing $50,000 in the first two months of this year. The 8.3 percent decline reflected a national trend in rail transport. While some of it has since been made up by former New York Central riders switching from discontinued trains to the South Shore, the loss is far from healthy and may presage new cuts in passenger service.

BAY AREA'S billion-dollar rapid transit project, a 75-mile line into San Francisco, is proceeding on schedule. Trains, tracks, and controls will be tested on 4½ miles of track between Walnut Creek and Concord, Calif. The test track program is expected to begin next March. Completion of the whole system is set for 1969. According to Robert Swan, 600 Long Beach Blvd., Long Beach, Calif., a big mistake was made in adopting a non-standard gage incompatible with easy low-cost extensions over existing railroad tracks.

The contract to manufacture, install, and demonstrate automatic train control has been awarded to General Railway Signal Co. Three cars will be operated simultaneously on the test track. There will be two passenger stations and a scissors crossover at each end of the double-tracked section, and a single station at midpoint. Train operation will be fully automatic, including routing, station stops, door opening and closing, and sign changing, with all systems designed for fail-safe. Trains will be scheduled as often as every 90 seconds. At station platforms they will stop within six inches of a given point.

Although the automation system will perform those functions traditionally assigned to the motorman and door guard, an attendant will ride each train to initiate emergency brake application, if needed, and communicate by voice with the dispatcher. The test system will be evaluated in three categories:

(1) Safety-assured train spacing, based upon the use of the rails, divided into blocks or zones, for transmitting information toward the train.

(2) Line supervision to dispatch trains, to initiate overriding controls, to maximize passenger capacity, and to ensure consistent operation.

(3) Automatic train operation, based upon the reception of all operating instructions from signal currents in the rails. A feedback system will control and monitor the train's acceleration, speed, and deceleration and will make adjustments in power or braking to provide smooth running.

PARIS and Brussels claim the fastest rail service between any European capitals. At an average speed of 77 mph, a new electric train, the *Brabant* does the run in 150 minutes—15 minutes less than when diesels were used. The electric voltages on French and Belgian railways are different but the *Brabant* can operate on either.

Hodiamont car rolls thru Gaslight Square, St. Louis. Note lamp-posts at right.
Photograph by Ed Wojtas

GOVERNOR PEABODY of Massachusetts, in a dramatic move before the State Legislature, outlined a mass transit plan that would cost $200 million, to be financed by a 2-cents-a-pack rise in the cigarette tax. The proposal was a surprise, especially since 1964 is an election year and the Governor, by boldly facing the issue, put his political future at stake. This news comes from James Crimmins, 5 Bonnie Dr., Exeter, N.H.

Mr. Peabody said the state's transportation systems were near collapse and if railroads and bus lines should fold up and send their commuters onto already crowded highways the resulting jams would strangle metropolitan areas and lead to economic disaster. His proposals include enlarging the Metropolitan Transit Authority district from 14 communities in the Boston area to 78, with a new Authority to take over MTA, extending the latter's rapid transit north to Reading, Mass., and south to Braintree at a cost of $5 million; also aiding private bus lines to the tune of $5 million, and subsidizing the New Haven, Boston & Albany, and Boston & Maine commuter services for at least 3 more years.

Personal note: Photos of the old Boston single-trucked cars sold to other lines years ago are needed to illustrate a booklet by O. R. Cummings, 105 Theresa Ct., Manchester, N. H. Many 20-foot, single-trucked, closed cars and 7- and 8-bench opens were disposed of when the Boston Elevated brought larger equipment.

MONORAIL that Texas State Fair operated in Dallas will be razed this summer and replaced by a 2800-foot aerial skyride built by Swiss mechanics, we learn from Marvin Sutherland, 5742 Creekbend Dr., Houston, Texas.

Visitors to the 55-acre Miami, Fla., Seaquarium can enjoy a monorail ride while they view the fish. Passengers ride in blue-and-gold cars 24 feet long and seven feet wide, hanging from rubber-mounted 4-wheel trucks, propelled by electric motors. The 2200-foot-long steel girder rail is supported by 57 steel columns.

The only other active monorail operations on our continent are in Disneyland, Calif., and at the New York World's Fair.

UNDERGROUND shuttle service on the New York City Transit Authority line linking Times Square with Grand Central Terminal was restored only 51 hours after history's worst subway fire. This quick action last spring was an engineering triumph.

Starting in a car, the fire soon raged out of control, destroying two trains, including the costly and much-publicized

automated train (which had a two-man crew drawing full pay but doing little or no work). Heat estimated at 1200 degrees also buckled some steel columns and roof beams. Repair crews toiled around the clock, using track drawings made in 1901 when the line was built. The route was originally part of the city's first subway main line but subway expansion in 1918 relegated it to the two-minute shuttle run of today. Its eastern end is one block from the *Railroad Magazine* office.

Getting back to the subject of automation, London, England, has a 4-mile automated underground line with 4 trains serving suburban trackage known as the Loop, between Hainault and Woodford. Each driverless train carries a one-man crew, an operator who controls the doors and can take over in case of equipment failure, and runs on a 4-minute headway. This is a full-scale trial for an all-automatic line to be opened in 1968.

LOS ANGELES has a new transit authority. Southern California Rapid Transit District replaced L.A. Metropolitan T.A. on Augus 18 after a bill passed by the Legislature was signed by Governor Brown. The LAMTA favored the new body, which has been given condemnation powers and the right to issue bonds that LAMTA lacked. Chairman A. J. Eyraud of the old body felt that the new district should be independently financed.

STREETCARS in Tokyo and other cities in Japan will be gone by October, reports Lester Harlow, 29 E. Rosevear Ave., Orlando, Fla. Right now some Tokyo streets are boarded over for subway improvements being made to handle crowds coming for the Olympic Games.

ANNUAL convention of National Model RR. Asso. in Philadelphia Aug. 19-23 gives fans an opportunity to ride trolleys, subway-el trains, MU trains, scheduled steam trips. Registration chairman is Paul Kelly, 4601 Springfield Ave., Philadelphia, Pa.

LISTING of North America's current streetcar lines in our April issue, reprinted from NRHS *Bulletin*, had a few omissions. NRHS advises us that Phila. Transportation Co. route 23 should have been listed as Germantown Ave.—11th & 12th streets, while route 60 on Allegheny Ave. should have been mentioned. George Adler, River Forest Ill., notes that Boston MTA route 69 (Watertown) also was omitted and other fans say Riverside and Mattapan lines were misspelled.

A SHORT reprieve recently was given the last trolley line in St. Louis by the Bi-State Transit System when some difficulty was found in replacing the Hodiamont rail line with a bus route using city streets.

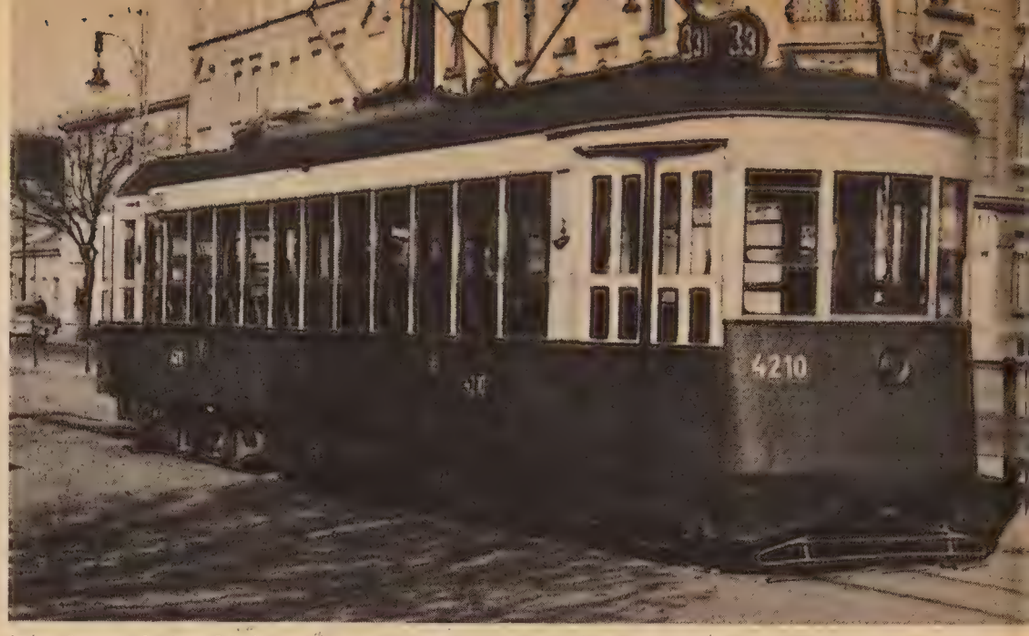
According to Colin Lee, 119 Waverly Pl., Webster Groves, Mo., the municipality of St. Louis at one time was the largest city relying entirely on surface mass transit. In 1912 it had 461 miles of track and 1331 passenger cars. In its early days the only example of the *Short* system of trolley propulsion reputedly was in St. Louis, with cars run in series instead of in parallel. Its odd gage, 4 ft. 10 in., may prevent the use of its equipment on any museum line.

CLEVELAND Transit System officials have inspected rapid transit cars in Philadelphia, Boston, and Toronto, contemplating extensions of their own lines to Puritas, then to Brookpark Road, and finally to the airport, requiring more cars, reports Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio.

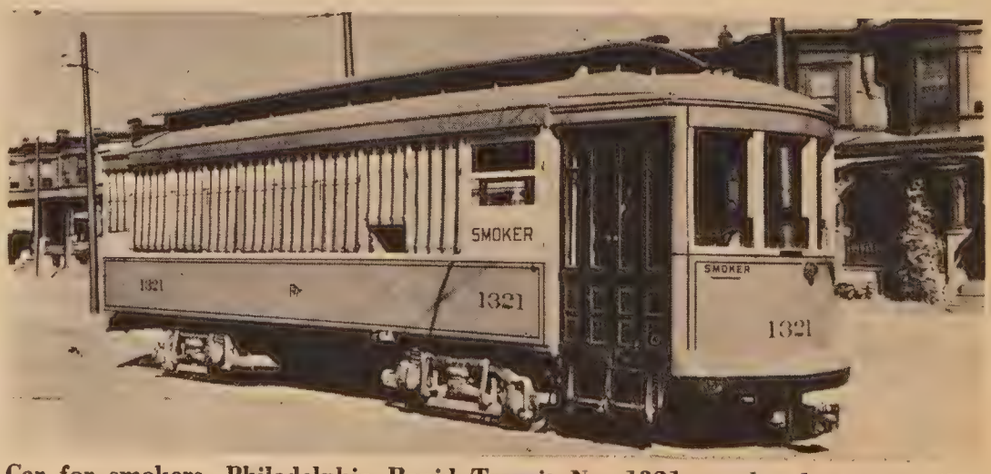
ANDERSON, Ind., once headquarters of the Indiana Railroad interurban system and location of its large carbarn and shops, again has interurban cars. Ex-North Shore car 154, bought by Anderson Railroad Club from the defunct NS Line, stands on leased New York Central trackage across from the Central depot, write Ed Belknap, 1215 Delaware St., Anderson, the club's relations director.

"You should see her at night with everything lit up—interior lights, markers, and the Indiana RR. headlight," he enthuses.

NS car 175, also at Anderson, is owned by Ohio Railway Museum, which will use her trucks and electrical equipment to restore to operating con-



Far from their old home, trolleys from New York's Third Avenue line are still running in Vienna, capital of Austria. The municipal transit system there bought 42 of them in 1948 to offset serious losses due to World War II. The cars were painted the system's color scheme (body crimson, window-frames white), were numbered 4201-4242, and went into service in northern suburbs. Today, with 1170 motor-cars and 1240 trailers serving 52 trolley lines, Vienna operates one of the world's largest trolley systems as well as three subway-elevated routes.
(c) Dr. Rudolf W. Horak, Krongasse 2/13, Vienna V, Austria



Car for smokers, Philadelphia Rapid Transit No. 1321, used only as a trailer.
Andrew W. Maginnis, 38 Harvey St., Philadelphia, Pa.

Car 205 of Phila. Suburban Transp. has a new type of front end windows.
Photograph by Stephen D. Maguire

ditions its *Redbird*, a Columbus, Delaware & Marion interurban parlor car.

One Anderson Club member is Charles Henry. His father was once superintendent of the North Shore Line. His grandfather, Charles Henry, is credited with having originated the word *interurban* long ago.

ORANGE EMPIRE Trolley Museum at Perris, Calif., has the use of a mile-long right-of-way on the west side of its property by sublease from Mt. Rubidoux Chapter of Pacific Railroad Society, which leased the land from Santa Fe Railway, with which it connects. Poles and overhead wire have been set up for longer trolley runs.

PENNSYLVANIA Railroad Museum Asso., operator of Arden Trolley Museum near Washington, Pa., was host last May to the national Association of Railway Museums convention, with over 100 visitors. Arden Museum has been fortunate in getting a donation of New Orleans Public Service trolley 832, in good operating condition, from the company. This car appeared in the Tennessee Williams movie, *A Streetcar Named Desire*. Arden has another car numbered 832, the only West Penn Rys. trolley now extant, and even a post office box with that number! You can buy several attractive new postcards from the museum, P.O. Box 832, Pittsburgh, Pa. 15230.

SUMMER schedule of the Phila. Suburban Transp. Co. eliminated week-end runs by the *Liberty Liners*, due to the drop in vacation-season traffic. Regular Monday-Friday service goes on as usual, all summer. The week-end trains will resume operation after Sept. 1.

New Electric Publications

FORT WAYNE'S TROLLEYS, by George K. Bradley, with 176 pages, 7x10", hard cover, 230 photos, 4 car drawings, and maps, was published by Owen Davies, 1214 N. LaSalle St., Chicago 10, Ill., at $6.95. This is a detailed account of city and interurban lines that ran into a large northern Indiana city. Included are rosters of rail and bus equipment as late as 1963.

LAKE SHORE ELECTRIC, by Harry Christiansen, with 82 pages, 8½x11", staple binding, illustrated, is a readable story of one of Ohio's best known interurbans. The line ran from Cleveland through Toledo into Detroit. Published by Felix E. Reifschneider, P.O. Box 88, Fairton, N.J.

LINES OF PACIFIC ELECTRIC, WESTERN DISTRICT, by Ira Swett, 72 illustrated pages, 8½x11", staple binding, was issued as Pictorial Supplement No. 5 to Ira's set of PE publications. The book carries many newly-found old scenes on the trolley and interurban lines to Venice, Santa Monica, and San Fernando Valley. Paper quality and photo reproductions are superb. Available at $2 from Ira Swett, 1416 S. Westmoreland Ave., Los Angeles, Calif. 90006.

LEWISTON, AUGUSTA & WATERVILLE STREET RY., by O. R. Cummings, 60 pages, 5x7", staple bound, illustrated, is the latest in a group of stories of Maine trolley lines. From 1908 till 1941 the LA&W operated a fairly extensive rail network and at one time was controlled by the company that owned Portland's trolley lines. Fine old photos and maps add to the book's value. Sold at $1.25 by Felix E. Reifschneider, P. O. Box 88, Fairton, N.J.

HERE COMES THE TROLLEY! by Robt. G. Gurley, 40 pages, 5x7", staple bound, illustrated, is an interesting account of Utica, N.Y., trolleys and the interurban lines that ran to Rome, Little Falls, and Syracuse. Text is rather short, most of the book being devoted to old photos. Published by Wm. R. Gordon, 811 Garson Ave., Rochester 2, N.Y., at $1.25.

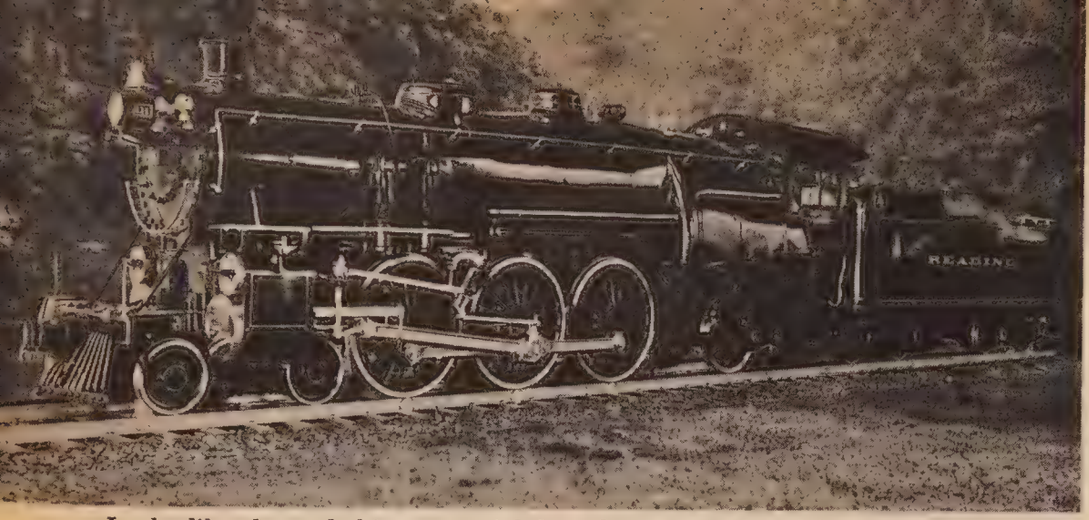
A set of three booklets reproduced from The Modern Tramway (British), can be had for a one-dollar bill or $1 international money order. They are THE TRAM SUBWAYS OF PHILADELPHIA, by Harold Cox, 12 pages; ON RAILS IN BARCELONA, by Felix Zurita, 48 pages, and THE LIGHT RAILWAYS OF AIGLE AND BEX, SWITZERLAND, by Peter Jacques and W. J. Wyse, 18 pages, published by Light Railway Transport League, 21 Endymion Rd., London, N. W. 4, England.

THE STREETCAR IN ST. LOUIS, a 6-page photo-offset job giving a short history of the lines, some photos, and a list of second-hand movements of St. Louis PCC's, is available from St. Louis Chapter, National Railway Historical Society, 4815 Ringer Rd., St. Louis, Mo. 63219. The price is 50 cents.

RAILWAYS OF THE WORLD, 1964, with 184 illustrated pages, 7x10", thin cover, is a truly fine photo-book covering every streetcar system in Japan (there were 41 last year) and pictures of others throughout the globe. Included are maps, photos, rosters, and statistics of each of Japan's trolley lines. Photo reproductions are excellent. Anyone interested in electric lines will find this a treat. Although it is a Japanese production, printed entirely in Japanese, an English-language guide to the book is available. The combination may be had from Scientific Subscription service 50 Kynaston Ave., Thornton Heath, Surrey, England, for $2.75 in check or international money order.

Saluting the New York's World's Fair and its own founding in 1934, ERA offers a comprehensive package of electric railway histories in the N.Y. area (catalog value $35) for $30, check or money order sent to Electric Railroaders' Asso., Inc., 145 Greenwich St., New York, N.Y. 10006. The package includes books, booklets, color photos, route maps, track maps, etc. ●

New Orleans PS car fights its way thru welter of autos on St. Charles Street.
Jim Bradley, Mounted Route, Mt. Holly Springs, Pa.



Looks like the real thing: one-eighth scale operating model, weighing 1991 lbs., was completed in Dec. '39 by 52 Reading Shops apprentices. It is 10 feet 1½ inches long and is permanently displayed at the Franklin Institute, Philadelphia.
One of 350-plus illusrations in Pennypacker's "Reading Steam Pictorial"

BOOKS
of the Rails

READING STEAM PICTORIAL: *A Cavalcade of Modern Power from 1938 to the End of Steam*, by Bert Pennypacker, 130 pages, 8½x11", thick coated paper, softbound, P&D Carleton, 305 Henry St., Fairview, N.J. 07022, $7.

Prepared by the motive power expert who wrote our 4-6-6-4 feature (page 20), the *Pictorial* is more than a rich collection of 350-plus engine and train pictures (no builders' photos). It has 14 well-written short chapters on locomotive types, the shops at Reading, Pa., the Wootten firebox, branch lines, the Pennsylvania Dutch country, etc., and opens with these words:

"The 1300-route-mile Reading Company has often been referred to as America's largest terminal railroad because of its compact service area, its relatively short-haul concepts, and its sprawling terminal facilities at Philadelphia. Port Richmond tidewater terminal in Philly is the world's largest of its kind and boasts 12 piers and 85 miles of yard tracks. RDG is the fifth largest tonnage carrier in the United States, serves 7000 separate industries with carload freight, is the largest anthracite coal hauler, and ranks eighth in bituminous tonnage."

The book shows evidence of careful research. Before writing it, Bert obviously made sure of his facts. Nearly all its photos are described adequately, not just with label captions. A good example of the author's thoroughness is his chapter on the development of 4-6-2's with 24 illustrations. The "cavalcade" starts in 1938 because *Railroad Magazine* ran its first Reading roster that year.

BULLEID: LAST GIANT OF STEAM, by Sean Day-Lewis, 299 pages, 5½x8½", illustrated, indexed, George Allen & Unwin Ltd., Ruskin House, Museum St., London W.C1, England, 40 shillings.

Oliver V. S. Bulleid, chief mechanical engineer of Britain's Southern Railway, is rightly termed the "last giant of steam" because of his almost single-handed attempt to develop a steam locomotive to meet the challenge of diesel power in the early 1950's. The author calls it "an experiment carried on in desperate haste as a race against time and the ever-tightening restrictions of nationalization." One railway official said: "If there had been a few more men like him about, steam would not have gone out so quickly."

PGE: RAILWAY TO THE NORTH, by Bruce Ramsey, 265 pages, 5¾x8½", illustrated, indexed, Mitchell Press Ltd., P.O. Box 6000, Vancouver 3, B.C., Canada, $7.50.

Construction of the Pacific Great Eastern, begun in 1912, completed in 1958, is one of the alltime great rail epics. Ramsey covers this story. Before dieselization, PGE owned and operated 19 steam locomotives. The old Howe Sound & Northern acquired two. One ended her days as a stationary boiler in a roundhouse, one was lost in Anderson Lake, one went into Seton Lake, and the rest were scrapped. Never again can you hear "the shrill, piercing sound of a steam engine echoing against the walls on Cheakamus Canyon or the loneliness of the lower Cariboo." Today PGE is very modern, controlled and dispatched from an intricate microwave system in downtown Vancouver.

EXTRA SOUTH: *An Unscheduled, Unhurried Look at Dixie Steam Railroading*, by H. Reid, foreword by Manly W. Wellman, 144 pages, heavy coated stock, 8½x11", hardbound, illustrated, Starrucca Valley Publications, Susquehanna, Pa. 18847, $5.95.

The author (No. 17 in our *Interesting Railfans* series) has a passion for steam railroading, a gift for writing human interest stuff, and a good picture sense. His first book was *The Virginian Railway*. His new one is likely to have an even better sale.

Chapter 1 relates the story behind a folksong, *The Wreck of the Old 97*, in words and pictures. Next come pieces on Norfolk Southern 2-8-4's — "condensed giants," Reid calls them; a hogger on the Sumter & Choctaw; the Virginian's "Santa Claus Train," illustrated by our own Joe Easley; an N&W local affectionately termed "The Huckleberry"; ballad of *The Rambling Gambler; Albert*, a sugar-plantation 2-6-0; "Doggone"; Cy Crumley and his narrow-gage ET&WNC plus a detailed roster; a Seaboard freight train, with plans for HO gage model railroaders, and finally the colorful life and death of an old Virginia Central super, followed by a salon of steam photos.

"Doggone" tells about a short-legged hound leashed to the rear of a mixed train and forced to run for miles and miles to keep up with it—an improbable tale that verges on extreme cruelty. We *hope* the train was making less than eight per. Not many dog-lovers will relish this episode—any more than they like the much-publicized habit of a certain Texan, Lyndon B. Johnson, picking up beagles by their ears.

But "Doggone" is quite brief. *Extra South* as a whole is delightful, informal, and well illustrated, the kind of material that railfans usually go for in a big way. Our favorite camera study in this book, made by Reid himself, has a folklorish quality. A girl working a hand-pump outdoors looks back at a Morehead & North Fork steam train chuffing through the rural scene. Such a picture would fit beautifully into *Life* magazine or a photographic annual. At least it hould have adorned the dust-jacket of *Extra South*. (See page 8).

THE RAILWAY KING: *A Study of George Hudson and the Business Morals of His Times*, by Richard S. Lambert, 320 pages, 5½x8½", illustrated, indexed, bibliography, George Allen & Unwin Ltd., London, distributed in North America by Sportshelf, P.O. Box 634, New Rochelle, N.Y., $6.75.

One of the most dramatic biographies we have ever read tells how George Hudson founded three great railway systems and, in 1849, controlled about one-third of Britain's total rail mileage, but perpetrated frauds and fell to poverty and obscurity.

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

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Question *What do you mean by a "command of good English"?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

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Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

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THE SPRINGBURN STORY, by John Thomas, 260 pages, 5½x8½", illustrated, indexed, published jointly by Macdonald & Co., London, and David & Charles Ltd., 39 Strand, Dawlish, Devon, England; $4.50 in U.S., $4.75 in Canada.

Fascinating account of a Scotch railway town abounding in Steam Age lore, anecdotes, history, and technical information. Among its numerous illustrations is a black-bordered card issued in 1912 in memory of a local "Casey Jones," with a newspaper item stating:

"An engine driver, Alexander Hay Deuchar of Springburn, when the boiler of his engine burst at Manuel, cried to his fireman: 'Jump, mate; one life is enough!' and busied himself in the scalding steam, shutting off the brakes. But for his sacrifice, the train would have been wrecked."

Each May 31st, the anniversary of Deuchar's death, flowers are placed on the monument that North British enginemen set up over his grave.

BRITISH RAILWAYS IN TRANSITION, by O.S. Nock, 193 pages, 6¼x9", illustrated in b&w and color, indexed, Thomas Nelson & Sons, 18 E. 41st St., New York, N.Y. 10017, $6.50.

A steam enthusiast who has written at least 30 books and is an engineer himself, explains how the old, highly-individual railways of his country are being geared to modern conditions.

RAILFAN'S DIRECTORY, 156 pages, 5¾x8½", paperbound, illustrated, plus 18x16" map of N. Amer. passenger train service; The Vane A. Jones Co., 2525 E. 36th St., Indianapolis, Ind. 46218, $3.

Many of us have been waiting a long time for such a manual of North America's railfans, clubs, museums, periodicals, and dealers in railroadiana. Mr. Jones says that a new *Directory* will come out annually and he asks individuals, groups, etc., to submit names and addresses at once for free listing in 1965. The '64 edition lacks comprehensiveness but with more railfan cooperation the *Directory* could get much better each year.

RAYONIER, INC.: *Railroading in the Northwest Pines*, by Adolf Gutohrlein, a TAB paperback, *Railway History Quarterly*, edited by Spencer Crump, 33 pages 5½x8", illustrated with photos and a double-page map, Trans-Anglo Books, P.O. Box 2252-Y, Los Angeles, Calif. 90053, $1.

Although the logging railroad era is almost ended, a very few lumber outfits like Rayonier are still hauling "Paul Bunyan's toothpicks" out of the big woods by rail. Adolf handles his text matter so expertly that you wouldn't think this was his first published work, and the photos are excellent. The author learned railroading as the son of a Burlington division superintendent and now as a Union Pacific fireman with two years' seniority. In spare time he is writing a larger book—on railroads of the Mother Lode area. He lives at 4945 Deeboyar Ave., Lakewood, Calif.

THE SOUTH WESTERN RAILWAY, by Hamilton Ellis, 256 pages, 5½x8½", illustrated in color and b&w, indexed, George Allen & Unwin Ltd., London, distributed in North America by Sportshelf, P.O. Box 634, New Rochelle, N.Y., $8.

An accredited historian gives a thoughtful account of a great British rail system, 1838-1922.

BRITISH RAILWAY SIGNALLING, by G.M. Kichenside and Alan Williams, 104 pages, 5x7½", illustrated, Ian Allan, London, distributed by Sportshelf, $2.50.

THE RAILWAYS AND THE (BRITISH) NATION, by A.J. Pearson, 128 pages, 5¼x7¾", indexed, George Allen & Unwin Ltd., London, distributed by Sportshelf, $4.50.

BRITISH RAILWAYS MAIN-LINE DIESELS, by R.S. Carter, loose-leaf hard-cover binding, 47 pages, 12½x8½", illustrated with photos and many detailed plans, Ian Allan, London, distributed by Sportshelf, $6.75.

A manual for readers interested in technical details of diesel-electrics.

HISTORIC LOCOMOTIVE DRAWINGS IN 4MM SCALE, by F.J. Roche, loose-leaf hard-cover binding, 104 pages, 12½x8½", Ian Allan, London, distributed by Sportshelf, $6.75.

Working drawings of British steam locomotives, including parts and accessories, scaled for model-builders.

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These books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not book publisher), 205 E. 42nd Street, New York, N.Y. 10017. Here are a number of suggestions:

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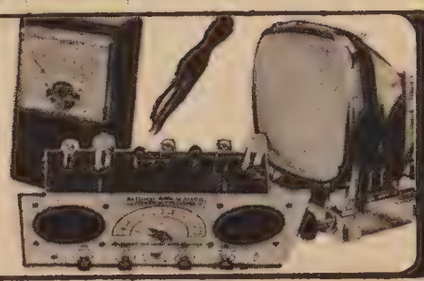

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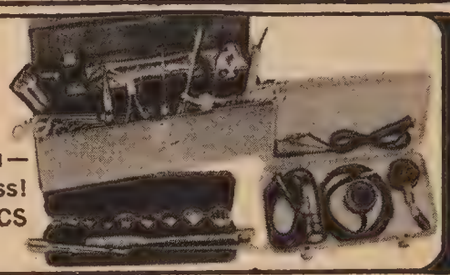

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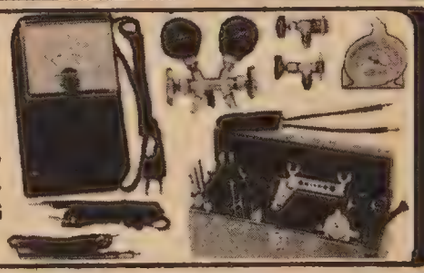

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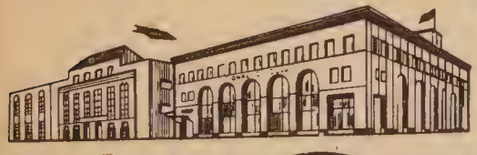

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He's Writing a Book at Age 95

by JERRY FEW

Bill Knapke, expert on caboose lore.
Jack Sheaffer, Tucson, Ariz.

IN 1870, five years after the Civil War ended, William F. Knapke was born in East St. Louis. He was a sickly child, and at 15 he took a YMCA course to beef himself up a little.

Last July 17th Bill reached the age of 95—a hale and hearty 95. Behind him are 50 years of railroading, two years of combat in the Spanish-American War, and 30 years of professional writing.

Admittedly, he has slowed down a bit. He doesn't drive his car at night any more. His vision has dropped to 20/30. And some days he slights his book. For instance he only wrote 900 words yesterday.

"Some days I'm lazy as hell," he said, in his small bachelor apartment at 3831 E. Flower Avenue, Tucson, Arizona. He was sitting with a crusty pipe in his hand, surounded by a clutter of books, notes, papers and other literary paraphernalia.

"This book-writing business is all new to me," he grumbled, as if he hadn't known quite what he was getting into when he agreed to write on caboose history and lore for Howell-North Publishing Co. of Berkeley, California.

But writing isn't new. He's published "at a rough guess" more than 200 articles since he entered the field as a callow youth of 64. All the articles have been about railroading, a field he knows pretty well, too. It occupied his time from 1886 to 1936.

And the vigorous, salty, little nonagenarian is a highly respected member of the writing profession. So much so that when he suggested the caboose book, Howell-North replied: "We've followed your writings for years, and we know of no one better fitted for the job."

And so, at 94, Bill Knapke plunged into his first book. He has finished a large part of a projected 60,000 words.

One chapter is devoted to the caboose's origin. Surprisingly, it was a nautical term that meant galley (ship's kitchen). Knapke has also painstakingly researched the beginnings of the caboose as a railroad car. He isn't positive when it came into use but evidence points to the 1850's. Though its origins are uncertain, its function isn't.

"It's a living room, kitchen, dining room, bedroom, supply room, and office," he said. "I read someplace where a caboose contains 170 different items—from car chains to matches. Never counted them but I wouldn't doubt a damn bit that there are.

"One time I lived for a year on a caboose. Never ate a meal off it, except on Sundays."

But the caboose is more than that, even. "So far I've (in the book) got two births on them, an elopement, an ambulance service, a murder, a suicide and a natural death—if you call freezing a natural death. "Right now I'm digging around for a marriage—to kind of round things out."

Where does he get tidbits like that? From his own experiences and from all over the country. To supplement his files and his memory, Bill had requests for "caboosiana" published in many daily papers as well as *Railroad Magazine*. So far he's had 100 replies.

"I get some pretty good stuff," he said. One lady told him of a caboose being lifted out of a freight train by a tornado and set down in a cornfield. Into the book it went.

A query to the Association of American Railroads in Washington evoked an answer accompanied by an excerpt from Lucius Beebe, who based his story on an article that Knapke himself wrote for *Railroad Magazine* in 1941. For Bill, literary chickens had come home to roost.

Knapke is one of those rare people who writes finished copy—that it, his first draft is usually his last one. "I never rewrite," he said. "If I did, I wouldn't write at all. Too damn much work."

This is the way he's done it ever since that idle Sunday in 1933 when he sat down—in a caboose, appropriately enough—and scribbled an article on the back of St. Louis & O'Fallon RR. stationary. He sent it to *Railroad Magazine*, which—to his surprise—wrote back, "We'll use 1,500 words and would like to have more."

They got more. Knapke wrote and sold 15 manuscripts in a row before he got his first rejection. There haven't been many of those—rejections, that is. (The foregoing is reprinted from *The Arizona Daily Star*.)

H. L. Kelso, 3313 Hollywood Park Dr., Inglewood 2, Calif.
One of many illustration possibilities for Knapke's caboose book is this shot of the Southern Pacific's Mojave-Owenyo local leaving Mojave, California, in 1949.

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THE MAIL CAR

(Continued from page 10)

set signals to stop trains before trouble develops," says Allen J. Greenough, president. "We have proved their effectiveness under all operating conditions. With 84 in service, the principal lines of our system will be protected." ●

AN OLD Northern Pacific engineer, C. A. Cunningham, 1114 21st St., S. E., Auburn, Wash., comments on an item about a 90-ton Shay in our June issue, page 59.

"Until recently that Shay was hauling logs for Klickitat," he writes, "but Somers Lumber Co. owned her originally. I used to live in Somers on the shore of Flathead Lake in Montana. My father was the stationary engineer who ran the big Corliss engine in the company's mill. Great Northern Railway owned that company, which made, among other things, three-cornered railroad ties. John Obrien managed the Somers outfit. He lived in a fine mansion on the hill (which later became a hotel) and as a boy I often played with his son. After school and on Saturdays I worked in the company store for 15 cents an hour—a lot of money in those days!

"*Railroad Magazine* should print more true tales of the rails. The August issue had one by 'Frog' Smith. I recall many exciting events, such as the time GN trains 1 and 2 met head-on in Montana between Whitefish and Columbia Falls, sending seven crew men to glory. That occurred in 1906, the year your magazine first came out, entitled *Railroad Man's Magazine*. The earliest issues were very thick, had red covers and no illustrations, and sold for 10 cents a copy.

"Also in 1906 one of my boyhood idols, Engineer Fox of the GN, was killed when his engine turned over on a branch line out of Kalispell. The biggest thrill of my life came when Mr. Fox gave me a ride on the 403 from Kalispell to Somers. I was only a skinny little kid then.

"Many years later, when I was firing on the Seattle freight-house job, I happened to look over toward the coach yard and saw the old 403. Did she bring back memories! Now I am retired after 51 years in engine service. I get lonesome for the roaring road and the steam engines and the men I worked with. Don't know what I'd do without *Railroad Magazine*." ●

IS IT true that the K-4's which hauled the *Broadway Limited* and other Pennsy name trains had a special chime whistle, a Blue Ribbon type, with a deeper and prettier tone than regular passenger chimes? This query comes from Donald K. Slick, 101 Wilson Ave., Oil City, Pa., who says he received the information from a Pennsy engineer's son.

"No," says John M. Prophet, 3d, specialist in Pennsy lore, 55 Meadow Rd., Buffalo, N.Y. 14216. "There is no evidence that the PRR ever had chime whistles made from more than one design. Its standard passenger whistle was designed in the late 1880's and was still being installed on new engines in 1946, the last year any new Pennsy steamer was built.

"Those whistles were all made to the same dimensions, so there was no *intentional* variation in tone or quality when operated on the same steam pressure, but any group of apparently identical whistles included variations.

"The standard PRR chime whistle was used on the big Q-2 and T-1 types with 300 pounds pressure and usually screeched, while the same quill on the D-16sb 4-4-0, with only 175 pounds pressure, was deeply melodious." ●

DIESEL PERFORMANCE. The D&RGW recently took delivery of ten General Motors GP35 locos, replacing a like number of older freight power turned in under EMD's replacement plan. The ten 2500-hp. combinations of high speed and heavy hauling join 28 GP30's delivered to the Rio Grande in 1962-'3, which have piled up superb records in performance and operating economy.

One scheduled freight train, the *ACD*, operates a 15-hour schedule between Denver and Salt Lake City. This compares with a running time of 13 hours and 20 minutes for the line's crack transcontinental passenger train, the *California Zephyr*. ●

PERSONALITIES. George Ewan of Lordsburg, N. M., has a unique record. He retired recently as a Southern Pacific conductor with about 51 years of seniority. His entire career was spent on the same branch, running between Lordsburg and Clifton, Ariz., 72 miles. A solitary mixed train makes this run daily except Sunday, having but one scheduled stop and a flagstop. On only two occasions George deviated from that branch; he filled in for a day on the Hachita-Douglas run and he worked an hour and 45 minutes on a watermelon train to Separ, east of Lordsburg.

"Wind and greasy rails on the Canadian National's Rivers subdivision between Winnipeg, Man., and Melville, Sask., make it almost impossible to move a track motorcar faster than a walk," writes B.C. Adams, signal apprentice, Justice, Man., Canada. "Some of us speed up by trickling sand onto the rear (driving) wheels through a two-inch pipe which we inserted into a bucket of sand."

Ted Alba, Chesapeake & Ohio road foreman of engines and assistant trainmaster, Huntington Division, has been awarded a 50-year service pin although he is only 58 years old. Ted began railroading at age 8½ as a messenger boy at Hinton, W. Va., there being no child labor laws then. Has any other railroader his age received a 50-year pin? In fact, did any other living railroader start work at 8½?

"Years ago, while I was still in knee pants and long before I became a B&O machinist, I would pinch-hit occasionally for a yard fireman who took time off to visit a girl friend living nearby," recalls E. E. Fitzsimmons, P.O. Box 382, Paducah, Ky. 42001. "Each time, he'd be gone several hours and I would fire his switcher till he came back—unofficially, of course." ●

WHILE crossing Nevada on a vacation trip recently, George Baker, 10271 S. Stelling Rd., Cupertino, Calif., decided to "stop and poke around the area near Elko where the streamlined *City of San Francisco* piled up in a tragic accident many years ago."

"I was wondering if any relics of the wreck were left at this late date," he writes, "and was surprised to find a truck crane and a semi-trailer rig in the act of loading the twisted chunks of a small bridge that had been torn up in the accident. Evidently the Southern Pacific didn't think the scrap steel was worth the trouble of hauling off and left it all those years. But the State Highway Department is getting rid of it to make room for building a new motor road." ●

SHORT HAULS. "The *Boron*, pictured in June *Railroad*, page 56, was an arch bar type of car," comments Walt Thayer, Box 75, Wenatchee, Wash. "I doubt if any are left in regular freight or passenger service, but a few are used today by extra gangs and B&B gangs and as supply cars for work trains and crane or shovel operators and other outfit cars that are shifted from place to place."

Railroad Magazine—Now Monthly

November issue, out Oct. 1, will feature the story of Louisville & Nashville steam power.

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Commenting on Thomas Taber's article on railfans in our August issue, Arthur P. Munson, 25 Hillside Rd., Levittown, Pa. 19056, tells us what civic groups are doing to beautify the grounds around commuter stations. Art serves as a volunteer horticulturist and sponsors the Levittown and Croydon activities. "Trains glide into these stations beside mowed lawns and healthy shrubbery and flower beds," he writes.

This request comes from John Nelsen, 71 Humphrey Dr., Syosset, N.Y.; "The National Model Railroad Asso., which boasts 15,000 members, will maintain a listing of all railfans who have railroad information they would share with people seeking it to use in building models and constructing or altering model layouts. Each hobbyist is asked to list the following data on index cards 3x5": his own name and address, name of railroad, and a mention of what is available: photos, negatives, timetables, maps, erection diagrams, rosters, miscellaneous. We prefer a single card for each road."

"One feature of *Railroad Magazine* I could do without is the locomotive roster," writes subscriber Joseph Fox, Monomark BM/EXN 3, London WC1, England, "but I realize it meets a real need in many readers and I am tolerant enough not to begrudge the space it occupies. I am simply not mechanically minded. I can admire a handsome locomotive or train but the technical details are beyond me."

Correcting a printer's mixup in our June *Information Booth,* Clayton Koppes of North Newton, Kan., states: "The UP, not CB&Q, has trackage rights over the Santa Fe between Dagget and Riverside Jct. The CB&Q, not the Milwaukee, has trackage rights over the GM&O between Francis and Kansas City, Mo. The Milwaukee, not UP, has trackage rights over the NP between St. Paul and Duluth."

"I want to amplify the reply made by John Spikes to the question 'What is an entrance-exit interlocking system?' printed in August *Railroad Magazine,* page 29," writes Richard Benedict, assistant director of public relations, Reading Co. "Mr. Spikes felt that the question was not clear. However, I think the person submitting it had in mind a device like the eNtrance-eXit (NX) setup that the Reading has on Race Street, Philadelphia, for consolidating the controls of two interlockings at a third location.

"To set up a route on NX, the operator presses the entrance nob at the location where a train will enter the plant and then pushes the exit button at the location where the train will leave the interlocking. Switches and signals line up automatically. What we use is a type L solid state code system which has a control-cycle time measured in seconds rather than in minutes. Race Street Tower is at the throat of Reading Terminal where 13 stub-end tracks converge into a 4-track main line. With our heavy morning and evening commuter traffic (337 trains daily), NX handles trains without delay."

CORRECTION. Photo in our August issue, page 29, was miscaptioned, writes L. K. Penningroth, first vice president of the Illinois Central's Employees' Service Club, East St. Louis, Ill. It really shows the bronze and granite plaque erected in 1935 at Cayce, Ky., where John Luther Jones once lived and from which he took the nickname Casey when he hired out to the IC. The "brave engineer" is sleeping out eternity in Mt. Calvary Catholic Cemetery at Jackson, Tenn., beneath a monument set up by Lucius Beebe and Charles Clegg. Originally a Protestant, he turned Catholic to please his wife who, incidentally, never liked or used his second name.

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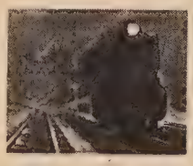

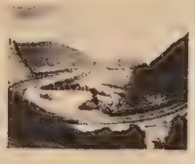

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HOBBY CLUB

Conducted by Sy Reich

WHO can beat this for a family crew? Perry Gleeson was firing for a brother on a certain train which had another brother as head brakeman, a brother-in-law as conductor, and the conductor's brother as rear brakeman. The story of this crew is one of many unusual true tales in a 36-page booklet entitled *My Old Iron Horse Has Passed and Gone*, written by Mr. Gleeson, now a retired engineer who railroaded 50-plus years on the NC&StL and the Santa Fe. The author lives at 1306 Morris St., Brownwood, Tex., and sells his booklet at $1 a copy, postpaid.

Sy Reich

The Santa Fe's 2921

"What a helluva place for the Santa Fe's 4-8-4 No. 2921!" writes James R. Burke, 28 Perego Terrace, San Francisco, Calif. "Back in 1948 I photographed her in early morning light at Harper, Kan., with the westbound *Scout*. She was then 4 years old and I was 15. Two years later I tried to photograph her again, but she got away from me because my box camera wasn't fast enough. In 1952 I fired the 2921 across the Santa Fe's Middle Division, and in '55 I photographed her on the pits at Emporia, Kan., one of the few steamers called into service that summer by the Santa Fe.

"Then, last May, I saw her again—in Modesto, Calif., a town that had never even heard her whistle! Her headlight is shattered, her rods are rusty, and somebody has stolen the numerals from her number plate. She is virtually hidden from the public in an obscure park in the river bottoms."

Strasburg Activities

Strasburg Rail Road will run the Pennsy's 4-4-0 No. 1223, Class D-16, as soon as funds are available for reconditioning her, reports L. P. Cummings, 129 Nevin St., Lancaster, Pa., and is reinforcing Pennsy coaches 3556 and 8177 with steel ribs to strengthen their wooden panels and will soon put them in service. Camelback No. 4 and ex-RDG 1187 are being used in switching at East Strasburg station. The ex-SNS&M's Russell plow (built 1915) was sent to Chicago to get a stronger drawbar installed.

The road's small narrow bridge near Paradise (Leaman Place, Pa.), reconditioned from 2 to 6 beams, could now carry an engine as heavy as a 4-8-4.

Other improvements include an addition to the gift shop, a new 1900-style country store, new sidings near them to handle storage boxcars, and a 1900-style passenger station at Paradise. The Strasburg has bought Reading's No. 10, the president's business car, built in 1913 by Holland, and is repainting it a gay green and yellow and renaming it *Paradise*. It will be placed on exhibition and used on special trips, one of them being to the NRHS convention in Jersey City in September.

Solving the mystery of 4-4-0 No. 98, Mr. Cummings reports that she is not being rebuilt at the Strasburg shops but has been removed by her owner, Tom Marshall, Jr., to Wilmington, Delaware, because neither the ICC nor the Pennsylvania Public Utilities Commission would let her run in the Keystone State without a complete flue overhaul.

Steam in Mexico

"Steam is no longer used in Mexico north of Irapuata," writes Elmer Hull, 420 Lewis St., Los Angeles 42, Calif., just back from a trip to that country. "Trains 237-238 are now powered by Alco road switchers while GM road switchers handle Guanajuata locals. South of Irapuato and Escobedo steam still rules: 4-8-4's pull the through freights while KR-2 and KR-3 (ex Nickel Plate) Mikes haul local freights.

"Northward out of Mexico City, local freights are powered by KR-2 Mikes, 2100 series, plus one GR-27 2-8-0. The limestone train to the cement plants is wheeled by an odd-looking 6-motor road switcher that sounds like an Alco. At Huehuetoca I watched steam engines being scrapped: mostly 2-8-0's, including rebuilt narrow-gage 2-8-0's of the 900 series and a few Mikes of KR-2 and KR-3. At Cordoba I saw two GR-43 2-8-0's (ex C&NW) and at Terra Blanca another loco of the same class. I was told at Cordoba that as soon as the sugarcane rush ended there would be no more steam north of Rodriguez Clare.

"Mexicano electric motors run only now and then, mostly as helpers on diesel-powered trains. There is no steam at Veracruz, but the street railway system is doing well. The only types of steam I saw on my latest visit to Mexico were big 4-8-4's, 2-8-2's and 2-8-0's."

"Two 2-foot-gage steam locos have been imported from Mexico by the Boulder Scientific Co.," reports John Birmingham, president of that company, P.O. Box 150, Boulder, Colo. 80301. "One is an 0-4-4-0 articulated compound Mallet, built in Germany over 60 years ago, one of the only two of its kind still extant. The other is an 0-4-0 side tank loco (Porter, 1927). Both

were formerly owned by Minera Mexicana Penoles, S.A. of Monterrey. They will be used on a summer excursion railroad to be built in the mountains near Denver at Pine, Colo., which was a station on the old South Park Line. The Mallet is being displayed this summer in front of the Wax Museum at 919 Bannock, Denver.

"Our Company is importing other Mexican steam for various groups in U. S. We also own ex-GW No. 51, a standard-gage 2-8-0."

Ed McLaughlin, 3512 Rashti Ct., Ft. Worth, Texas 76109, tells us that the following standard-gage NdeM steam locomotives will soon be scrapped. (B., Baldwin; A., Alco; M., Montreal).

KR-1 2-8-2 (B. 1921) 151 tons
KR-2 2-8-2 (B. 1921-'4) 199 t.
KR-3 2-8-2 (B. 1945) 225 tons
KR-7 2-8-2 (B. 1903-'24) 113 t.
TR-3 2-8-2 (A. 1946) 230 tons
TR-3 4-8-2 (A. 1946) 219 tons
MR-3 4-6-2 (M. 1938) 173 tons
M'2 4-6-2 (B. 1910) 156 tons
M-3 4-6-2 (A. 1928) 172 tons
MR-6 4-6-2 (B. 1921-'4) 193 t.
GR-28 2-8-0 (B. 1946) 170 tons
G-2 2-8-0 (B. 1921) 38 tons
AR-1 4-8-4 (B. 1946) 285 tons

A group called Proyecto Interoceanico hopes to save an engine of each class. Anyone interested in buying a steamer should contact Cora van Milligen, Proyecto Interoceanico, Florencia 32, Mexico 6, D.F., Mexico.

The Steam Parade

The 15″-gage Riverside & Great Northern of Wisconsin Dells, Wis., is now operating a tourist steam train over the original grade of the old La Crosse & Milwaukee Railroad.

In addition to the zoo railroads listed in June *Information Booth* there is one of 12″ gage in Fairmount Park, Duluth, Minn., powered by a 4-4-0 with Stephenson valve gear and piston valves, operated by Bob Thornton, who is also a DM&IR engineer; and one in Highland Park, Pittsburgh, Pa., 16″ gage, powered by a model of an EMD diesel, reports Cliff B. Shirley, 2009 W. 71st St., Prairie Village, Kan. 66208. Also one in Ashville, N.C., with a simulated diesel, according to Stan Crews, Box 748, Elberton, Ga.

"A scale B&O 4-6-0 engine, now being built, will be used as soon as it is completed for our scenic railway, the Kentucky Central, which opened June 3 and will operate the year 'round," writes I. W. King, vice pres. and gen. mgr., 203 Holliswood Rd., Lyndon, Ky. "Meanwhile, we are operating both passenger and freight rolling stock with a scale replica of GE U-25-B and a 1000-hp. Fairbanks-Morse switcher. The KC is located at Park Mammoth Resort on Rte. 31-W, Park City, in this state, using one-third size equipment on more than 3 miles of mainline and yard 19″-gage track in daily operation. Motel service. Railfans with cameras are always welcome."

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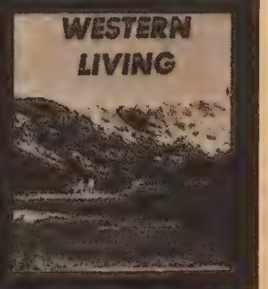

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... THE WORLD OF THE WEST: Located in prosperous Elko County, the ranchos have the backdrop of the majestic Ruby Mountains. The sparkling Humboldt River is a short ½ mile away. Every Rancho fronts on a graded road that leads into coast to coast U.S. Highway 40. Amidst these spectacular surroundings MEADOW VALLEY RANCHO owners can relax and enjoy the wonderful life of the Golden West.

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GOLF: A mere one mile from MEADOW VALLEY RANCHOS is the Ruby View Golf Course. No rush for starting times on this city owned and maintained golf course, but golfing as it should be enjoyed. Play a leisurely 9-18 or 36 holes surrounded by breathtaking scenery, minutes from your rancho.

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2½	$1	$10
5	2	15
7½	3	20
10	4	25

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City: Zone: State:
Indicate No. of Ranchos Total enclosed $

The recently opened Vermont Ry. has just acquired Birmingham & South Eastern 2-8-0 No. 200, according to Robt. Carlson, 17 Frederick St., Newington, Conn. The Vermont Ry. has an Alco 1000-hp. diesel, No. 402, from the Rutland. Two Canadian Pacific 4-6-2's, 1200's, Class G-5, have been delivered to Steamtown U.S.A.

President Grover Cleveland's private railroad car, built by Jackson & Sharpe in 1886, may be inspected for 25¢ (children with adults free) on the property of the Arcade & Attica Railroad, 278 Main St., Arcade, N.Y., on New York route 39.

The A&A operates steam trips each Sat., Sun., and on Labor Day until Nov. 1 at 10:30 a.m., 12:30 noon, 2:30 p.m., and 4:30 p.m. EDT, also Wednesdays at 2 p.m. during August, using a 2-8-0 and (if ready) a 4-6-0. The coaches are open-platform ex-DL&W cars. Bill Kessel, author of the illustrated A&A article in our Feb. '63 issue, is now assistant to the road's president, Dick Cartwright.

"The steam-powered Buffalo Creek & Gauley, incorrectly reported as defunct, is operating a tri-weekly schedule to Swandale, W. Va.," says Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980. "Its trains average 3 to 6 cars each—quite a comedown from the 60 to 80 cars that used to tail a 2-8-0 to and from Widen. Possibly the line will shut down in the near future."

A dramatic account of the rescue and preservation at Atikokan, Ont., Canada, of an old logging Shay which had been abandoned on the shore of West Clearwater Lake is featured in issue 71 of *The Steam Chest,* mimeographed journal of West Coast Railfans Asso., Inc., P.O. Box 2790, Vancouver 3, B.C., Canada. This monthly publication, 6 large pages of information, well worth reading, is free to members, $3 a year for non-members.

"For over 5 years I have been making 16mm movies of steam railroading," writes Mac Owen, Rte. 1, Box 242, Newcastle, Calif., "traveling many miles while doing this with my redheaded wife. In 1960 alone we journeyed more than 10,000 miles, between California and Pennsylvania. My longest film, *Narrow Gage Across the Rockies,* covers D&RGW narrow-gage. Parts of it and several other films are released by Blackhawk in 8mm color.

"I also have several hundred shots of steam, mostly b&w action and some 4x5″ color transparencies, all shot with a Graphic; and I have nearly 3000 35mm color slides, including some duplicates which I enjoy swapping for other clear-cut steam slides shot prior to 1958."

"After being stationed for a year in Korea," writes James G. Bogle, Col., U.S.A., "I am back home in Atlanta, Ga. A very pleasant aspect of my assignment was the sights and sounds of the Korean National Railway, which is still predominantly steam. They have about 200 steam engines and 125 GM diesels. I had fun riding a few cabs and I took many photos."

Another railfan, PFC Robert H. Lemuth, 1991500, MACS-2, MAG-13, 1st Marine Brigade, FMF, c/o FPO San Francisco, Calif. 96601, is stationed in Hawaii. He writes:

"The 3-foot-gage Oahu Ry. & Land Co. is just a ghost of the once great line it was. Although it now has more trackage than any other railroad in the area, that isn't saying much, since all the others are abandoned except for a shortline at the north end of the island. The Oahu operates about 3 miles of track and owns 6 locomotives, including 3 non-serviceable steamers: No. 60, 2-8-0, Alco 1925, in fairly good shape; No. 5, 2-4-2, Baldwin, bad condition; and an 0-4-2T Baldwin built in 1925, very bad condition; and 3 diesels: 2 are B+B wheel arrangement and the other is a Plymouth switcher.

"There are also two Oahu locos on display in Honolulu: 0-6-0, Alco 1912, and an 0-4-2T Baldwin which ran on the Sonoma Valley line in California before the Oahu bought her. That's all I know about Hawaiian steam. I hope readers will tell me of additional steam locations in the islands."

Set of 97 historical sketches of Lehigh Valley steam locos printed on 8½x11″ white bond paper, punched and ready for insertion into standard 3-ring folder, is available at $3.98 postpaid from Railroad Sketch Editor, Hazleton Standard-Speaker, 21 North Wyoming St., Hazleton, Pa.

August *Information Booth* said only two major U.S. roads were still using steam. Ron Morse of Banning, Calif., reminds us that the Rio Grande is still operating its Durango-Silverton line with steam and had the following Mikes under steam at the time he wrote: 476, 478 (Class K-28); 480, 487, 488 (K-36), and 492 (K-37), in addition to others in operable condition and many inactive steamers at Alamosa, Colorado.

Carroll Park & Western, new slim-gage steam line owned by Carroll C. Stahl, real estate man, began operating last June 7th on 1¼-mile track for tourists at Bloomsburg, Pa.

Best way to reach the World's Fair from midtown New York is via the Long Island Rail Road from Penn Station. Round trip for adults costs $2.50, including $2 admission to the Fair. The rail trip takes 15 minutes each way in air-conditioned coaches.

East Broad Top steam train is one of the key props in a new Ely Landau feature movie, *The Fool Killer,* the story being set in forest lands west of the Alleghenies after the Civil War. Will someone tell us where this film can be seen?

Portfolio of 4 full-color pictures, 16x12″, suitable for framing, reproduced from deep-etched lithographed plates and printed on fine antique stock is available at $2 for the lot from Portfolio, Pennsylvania Railroad, Rm. 1234, Transportation Center, 6 Penn Center Plaza, Philadelphia, Pa. The originals were painted by Grif Teller for Pennsy calendars in 1932, '50, '52, and '60: "On Time" and "Crossroads of Commerce," both steam; Partners in Progress," electric, and "Horseshoe Curve," diesel.

A book of LIRR history being prepared by Ron Ziel, 305 Washington Ave., Brooklyn, N.Y. 11205, author of

Railroad Man's Magazines

Over 60 odd copies for sale 1907 to 1919. Also other magazines, books and timetables. Special for steam, diesel, and traction fans complete index to "STEAM ELECTRIC DIESEL & TRACTION ROSTERS OF RAILROADS RAPID TRANSIT STREET CAR LINES, FROM ALASKA TO THE YUCATAN & BEYOND", as appearing in railfan magazines over the past THIRTY years. Contains over fifteen hundred roster references to over seven hundred and fifty companies price 85c. Also 3¼ x 2¼ negatives of Mexican, and U.S.A. shortline steam, also diesels and streetcars for full details of all the above, send 25c to—POST OFFICE BOX 392, GROSSMONT, CALIFORNIA 92030

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Twilight of Steam, and George Foster will have 288 pages and about 450 photos. Ron writes: "We need pix of LIRR's Montauk Steamboat Co., carfloat service to Connecticut, steam locos on Shinnecock Bridge and Manorville branch, other unusual pix, anecdotes."

Due to death of Mr. Ritchie, the Office of City Historian at City Hall, Schenectady, N.Y., no longer supplies contact prints of locos; but the Alco steam negatives, both photographic and construction drawings, may be consulted in that office. (Editor's note: maybe some fan club or individual could work out a deal with the City to continue Mr. Ritchie's service to hobbyists.)

L. M. Breese, retired Delaware & Hudson engineer, 79 10th Ave., Carbondale, Pa., sells handcrafted replicas of the *Stourbridge Lion,* the first American locomotive to pull a train, $7.50 each, postpaid. These sturdy beautiful, accurate, desk or table models are 6 inches long, 3½ inches wide, and weigh a substantial 3½ pounds. Each is mounted on track, with a green felt bottom. We are proud of the one in *Railroad Magazine* office.

The Alpine & Scenic Ry., with a 2-6-2, operated six days in July and will not operate again this year except Sept. 4, 5, 6, and 7, reports the owner, R. L. Claassen, P.O. Box 1424, Mt. Shasta, Calif. It is situated in the thick-timber country of northern California, on Highway 99, and operates on 3 and 4 percent grades halfway up Mt. Shasta, second highest peak in the state, using crews, equipment, and tracks of McCloud River RR. but not part of that railroad. There is a rare switchback.

Setouts and Pickups

As for Tom Taber's "Railfans" article (Aug. issue), Art Knowles says: "A fan is an asset to the railroads when he rides trains, gets others to ride them, promotes group movements by rail, encourages shipping by rail, or writes intelligently to local officials, Congressmen, or newspapers on the subject of rail transportation. Even a fellow who does none of these things may still be a railroad buff if he shows an interest in railroads, takes engine pictures, collects railroadiana, or belongs to a railfan club."

New England Electric Ry. Historical Society, Inc. (Seashore Trolley Museum) of Kennebunkport, Me., was founded July 5, 1939, with a payment on a Biddeford & Saco open trolley. That started not only Seashore but also the trolley museum movement in North America. The Society marked its 25th anniversary July 4th with Gov. John H. Reed as guest of honor and groundbreaking for a 5-year carbarn building program.

If you collect tickets or tokens for any form of transportation you should join the Transport Ticket Society, a recent amalgamation of the Ticket & Fare Collection Society and the International Society of Transport Ticket Collectors. The group publishes a monthly journal dealing with various forms of its hobby and provides facilities for the exchange of rail, bus, water, and air tickets and tokens. It also aims to coordinate research into transport ticket history and to publish works on this subject from time to time. Membership is available to hobbyists all over the world. Further details may be had from the membership secretary, D. G. Geldard, 38 Albert Rd., St. Mary Gray, Orpington, Kent, England.

"Tell Bill Knapke that the Florida East Coast is not the only line still operating side-door cabooses," writes John Parker, Rte. 1, Box 106 G, Aiken, S.C. 29801. "The Aberdeen & Rockfish owns several. Ware Shoals in S.C. operates an ex-SR side-door caboose. As

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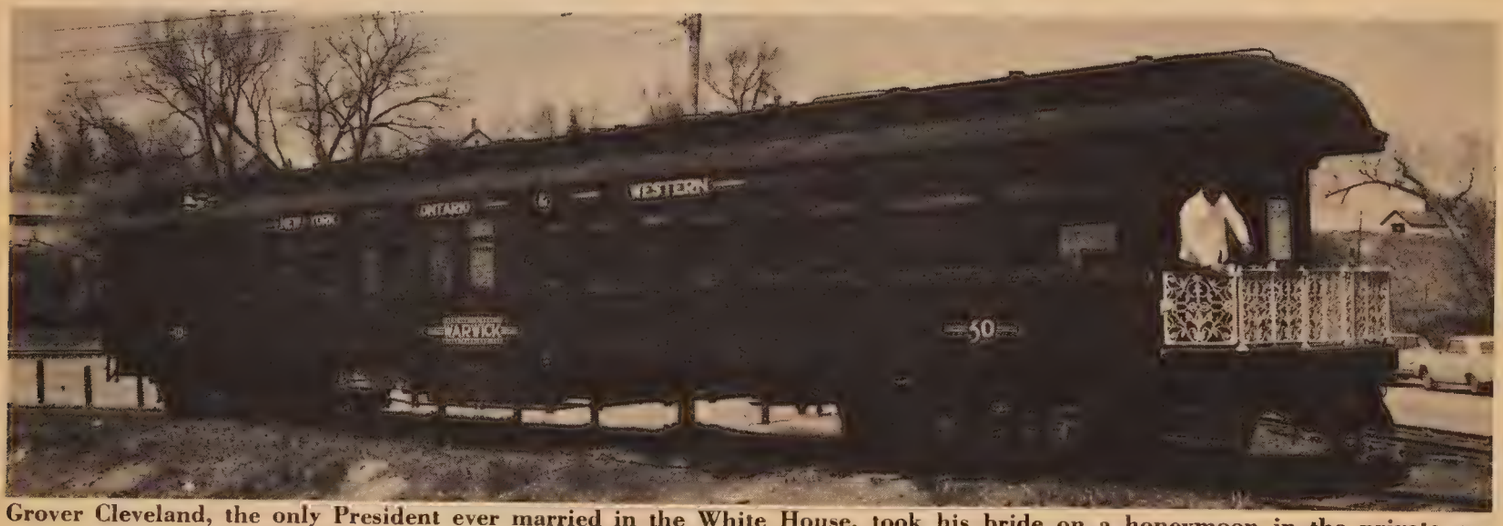

Grover Cleveland, the only President ever married in the White House, took his bride on a honeymoon in the private car *Warwick* (shown here), built in 1886. Later, when Al Smith was running for President he used this car on a whistle-stop tour. The *Warwick*, ex-NYO&W, now belongs to the steam-powered Arcade & Attica. It is permanently displayed at Arcade, N.Y., and is open to tourists every week-end, May through October. Fascinated by its romantic history, young Albert Sauer of Springville, N.Y., visited the car recently with Donna, his bride of eight days, and had these photographs taken.

Jack May, editor of Headlights, Box 80, Church St. Station, New York 8, N.Y.

Wm. V. Zikias, Jr., 76 Connecticut Ave., Greenwich, Conn.

That famous old Civil War engine, the *General*, is now on display at the New York World's Fair. (Left) Crossing Hell Gate Bridge under her own steam en route to the Fair. (Right) at the New Haven's Oak Point Yards. A six-inch sound recording of the *General* in action may be obtained from O. Winston Link, 58 East 34th Street, New York 16, N.Y., for $1.50 postpaid.

for your rosters of North Carolina shortlines (Aug. issue), the Durham & Southern also has a small Porter, shop No. 7907. Will someone tell me about the Carolina Southern? I can't find it in either the *Official Guide* or the *Equipment Register*."

Elliott Kahn points out a typographical error in our Arkansas Shortlines roster (June issue). A&LM should be listed as having one other unit. AW uses KCS locomotives. He says also that the Cotton Plant Fargo's loco is No. 1, a Plymouth with a B wheel arrangement. One of the Graysonia, Nashville & Ashdown's locos is No. 51, a 660-hp. Alco-GE S1. The Warren & Ouachita Valley's power is No. 100, a 300-hp. Whitcomb.

"Union Pacific and SP diesels are now operating in a joint pool service between Omaha and San Francisco," reports Jeffrey D. Clark, Frontier Publishing Co., P.O. Box 836, Laramie, Wyo. "The trains operate as solid units hauling parts to Bay area assembly plants while numerous fruit blocks haul fruit east. I rode one of those eastbound fruit and trailer train expresses from Green River to Laramie. They really traveled, passing nearly everything else on the road."

"Countless numbers of interesting railroad negatives have been so mistreated with hypo and silver sulphiding that they are now virtually useless, but I have found a way to reclaim negatives and clear many of them to such a point that they are as clear as new," writes Bill Pennington, Western Pacific hogger and Chief Engineer, B. of L.E. Lodge 800, P.O. Box 478 Portola, Calif. Bill has reprocessed negatives for several widely known collectors. He says he will quote a price to any fan who asks him and encloses a self-addressed stamped envelope.

Representative Samuel S. Stratton, Democrat of upstate New York, has introduced a bill to establish a national railroad museum at Oneonta, N.Y. It would authorize $50,000 to build the museum to house a collection portraying the development of railroads. The Brotherhood of Railroad Trainmen was founded at Oneonta.

In addition to the water towers still standing and mentioned in recent issues of this magazine, several others have come to light. The Georgia & Florida has one at Stephens, S.C., and another at Augusta, Ga. You can also find one at Shushan, N.Y., on the Delaware & Hudson but now used by the local Fire Department, and one at Manchester, Vt., on the old Rutland (now Vermont Ry.), reports Morton Skalwold, RD, Buskirk, N.Y.; and a Chesapeake & Ohio water tower and standpipe at Cobham, Va., according to Edgar Conner, Catharpin, Va. There is also a water tower which the City of Aberdeen, S.D., acquired from the Milwaukee Road but would like to give back, says Glenn Fessler, Box 205, Marty, S.D.

The Bessemer & Lake Erie still has one at Albion, Pa., reports Steve Timko, Jr., Warren, Ohio.

Ron Sims of Boone, Iowa, writes: "Photo on page 36, Aug. issue, captioned 'A&W loco at Sanford', showing a Winston-Salem geep, should swap captions with pic in upper right corner of next page."

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Coming Events

An illustrated folder telling about attractive CB&Q tours from Chicago every week until Nov. 1 will be sent free on request by F. D. Clouse, General Agent, Burlington RR., 105 W. Adams St., Chicago, Ill., 60603. Included are:

One-day tours to McGregor, Iowa; Spook Cave, Indian Isle, Pikes Peak State Park, and Moody's Museum, weekly Sats., Suns., and Labor Day, 478 miles by Vista Dome Twin Zephyrs, $16.75 (kids $12.55), incl. train fare, admissions, luncheon.

One-day tours to Dubuque and Galena, including a two-hour paddle-wheel cruise on the Mississippi, weekly Sats., Suns., and Labor Day, 368 miles by Vista-Dome Twin Zephyrs, $12.90 (kids $10.25), incl. rail fare, bus trip, cruise, ham luncheon, chicken dinner.

Two-day tours to Burlington, old Mormon settlement of Nauvoo, gigantic Keokuk Dam, overnight in hotel at Quincy, Mark Twain's home town of Hannibal, $31.03 (kids $27.53), incl., rail and motor fares, lodging, guide, admissions, paddle-wheel cruise, all meals.

Free: 20-page illustrated booklet of Sat. and Sun. rail tours; write Long Island R.R., Passenger Department, Jamaica, N.Y.

Aug. 8, 22; Sept. 5: LIRR ferry tour to Bridgeport, Conn., 150 miles, $7.50 (kids $5), incl. admission to Suffolk Museum; box lunch extra.

Aug. 9, 30; Sept. 20; Oct. 18: all-day LIRR tour of Long Island, $7 (kids $3.50), incl. rr., bus, ferry, admission to Whaling Museum. Buy refreshments on train.

Aug. 9, 23: LIRR tour of Walt Whitman House, Vanderbilt Mansion, Museum, Raynham Hall, $4.50 (kids $2.50), incl. rr., bus, admissions; lunch extra.

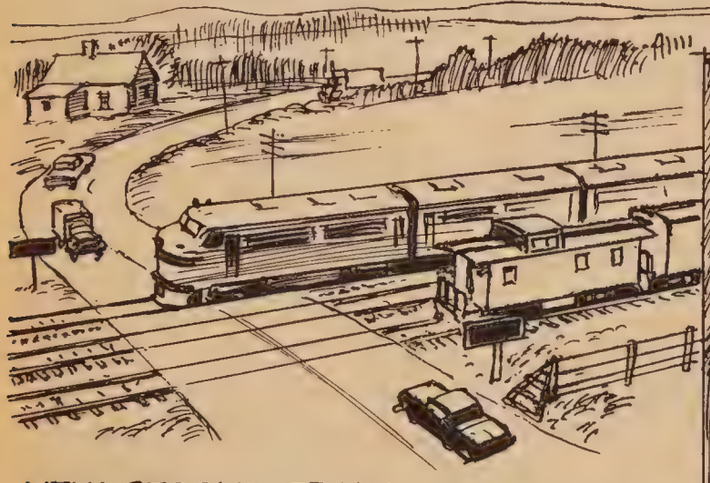
Aug. 15, 29; Sept. 12: LIRR 300-mile trip to Riverhead and Montauk, $8.50 (kids $4), incl. rr., bus, luncheon.

ALONG THE IRON PIKE

by Joe Easley

YES, PENNSY HAD CAMELBACKS. IN 1899 ALTOONA BUILT 4-4-2 NO. 820, CLASS E-1, WITH COMBINED BELPAIRE WOOTTEN FIREBOX; LATER LIRR 200, SCRAPPED IN 1912.
(Drawn from photo in Warren Stowman collection)

NOVELTY ON ATLANTA & ST. ANDREWS BAY RY. AT LYNN HAVEN, FLA.: VIBRATING SCREEN SWEEPS DUST FROM BALLAST.



NEW SECOND-TRAIN WARNING SYSTEM IS NOW USED AT SOME MULTIPLE-TRACK GRADE CROSSINGS. BLINKING SIGN AND SHRILL SIREN WARN OF ANOTHER TRAIN COMING AND THUS AVOID NEED FOR AUTOMATIC GATES.
(New York Central System)

GATEMAN'S OLD OCTAGONAL TOWER, GIFT OF MILWAUKEE ROAD, IS NOW SET UP AT HILLSBORO, WIS., ON 5-MILE OPERATING MUSEUM LINE OF RAILWAY HISTORICAL SOCIETY OF MILWAUKEE.

NORTHERN PACIFIC RECENTLY RAZED ITS FAMOUS WOODEN "S" TRESTLE, BUILT 1890 BETWEEN LOOKOUT, MONT., AND MULLAN, IDAHO.

Aug. 16, 23; Sept. 6: Week-long trips via E-L to New York in Chief *Illini* obs. car, sponsored by Illini Railroad Club, Box 62, Champaign, Ill.; lv. Chicago 10:35 a.m., lv. Akron 6:30 p.m., round trip 1st-class fare with lower berth $125. upper $120. Extra charge for hotel, on request. Each trip limited to 18 riders; reserve now. While in N.Y. for the week you can visit World's Fair, subways, els, commuter rrs., side trips to Strasburg steam rr, Edaville steam rr., Brantford operating trolley museum, etc. Ar. N.Y. 4:15 a.m. Mon.; lv. 7:30 p.m. Sat.

Aug. 16, 23; Sept. 6; Oct. 4: LIRR tour of T. Roosevelt's summer White House, Phipps Mansion, Westbury Gardens, $5 (kids $2.50), incl. rr., bus, admissions; lunch extra.

Aug. 16, 23; Sept. 6: LIRR 350-mile tour to seaport Mystic, Conn., $8.50 (kids $5), incl. rr., bus, ferry, admissions; lunch extra.

Aug. 21-Sept. 7: Travel Club of Sou. Calif. sponsors rail trip lv. San Francisco 9 p.m. to L.A., El Paso, St. Louis, Pittsburgh, New York, Philadelphia, Washington, D.C., Chicago, Milwaukee, Sparks; many side trips. Contact John Ferris, P.O. Box 5308, Los Angeles 55, Calif.

Aug. 29: RDG Iron Horse Ramble, steam excursion from Jenkintown and Wayne Jct. (Phila.) to Macungie, Pa., for "Penna. Dutch Day"; old-style dinner incl. in ticket price. Contact Reading Co., Passenger Representative, Reading Terminal, Philadelphia, Pa. 19107.

Sept. 1-7: Rail tour of Mexico out of Fort Worth, $242; out of El Paso, $183, Wamsler Tours, Box 45, Berkeley, Calif. 94701.

Sept. 2-Sept. 21: Western Pacific RR. sponsors cruise of new St. Lawrence Seaway; lv. San Francisco on Vista Dome Calif. Zephyr. Contact Frank Rauwolf, mgr. WP tours, 526 Mission St., San Francisco 5, Calif.

Sept. 3-7: NRHS annual convention at Newark, N.J., incl. various trips. Contact Geo. Springer, 706 Graisbury Ave., Haddonfield, N.J. (Inquiries regarding membership in NRHS should be sent to Carrel I. Tod, vice pres., for membership, 1908 N. Qunitana St., Arlington, Va. 22205).

Sept. 3-24: European jet and rail tour sponsored by Railroad Enthusiasts, N.Y. Div., P.O. Box 2223, Grand Central Station, New York, N.Y. 10017.

Sept. 7, 27: LIRR trip to New London, Conn., $5.50 (kids $3), incl. rr., bus, luncheon.

Sept. 7-24: European jet and rail tour, $783, sponsored by Iowa Chapter, NRHS, c/o Butterworth, 1827 7th St., Moline, Ill.

Sept. 13: LIRR Southampton tour, museum, Indian reservation, etc., $7 (kids $3.50), incl. rail-bus, admissions. Fried chicken box lunch extra.

Sept. 19: Ride behind steam at Mid-Continent Ry. Museum, N. Freedom, Wis. Round trip via MILW diesel-powered special on frt.-only line; lv. Milwaukee 10:20 a.m. CDT. sponsored by Wis. Chap. NRHS, 6600 N. Birch Hill Ct., Milwaukee, Wis. Fare incl. box lunch, coffee, bus to mus., steam ride at mus., $9.75 (kids $5.95). In ordering tickets, specify desire to ride special non-air-cond. coach.

Sept. 19: Gulf Coast RR. Club chartered-train fantrip: lv. Houston Union Station about 8 a.m., arrive Temple, 160 miles, about noon, back home 7 p.m. Temple is a Santa Fe dispatching center. Refreshments sold on entire trip. Fare, $12 (persons 18 and under, $10—real novelty!), incl. lunch and tours. Trip chairman: Del Amerine, 2315 Midlane, 7B, Houston, Texas 77027.

Sept. 19-20: NWP special train to Eureka, Calif., 50th anniversary of line's completion.

Sept. 27: Fall foliage rail excursion sponsored by Railroad Enthusiasts, Portland Div.; lv. Portland, Me., 8 a.m. EDT for Island Pond, Vt.; $10 (dinner $2 extra); kids $5 (dinner $1.50 extra). Contact J. F. Libby, trip chairman, 344 Pine St., South Portland 7, Me. Make check or m.o. payable to Portland Div., Railroad Enthusiasts; encl. stamped env.

Oct. 1: November issue of Railroad Magazine hits the news-stands.

Oct. 11: LIRR fall foliage tour, Oyster Bay, planting fields, Bayard Arboretum, $5 (kids $2.50), incl. rr., bus, admissions; lunch extra.

Oct. 24-26: New Zealand Railfans' annual convention at Hamilton, North Island, N.Z., many trips, contact Reunion Committee, P.O. Box 2429, Auckland, N.Z.

Nov. 2: December issue of Railroad Magazine hits the news-stands.

Nov. 26-Dec. 27: Western Pacific RR. sponsors tour of Bahamas, thru Panama Canal, to New York. Lv. San Francisco on overnight streamlined train Lark to L.A. Contact Frank Rauwolf, mgr. WP tours, 526 Mission St., San Francisco 5, Calif.

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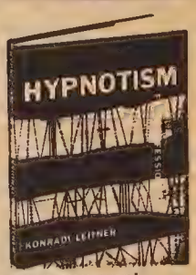

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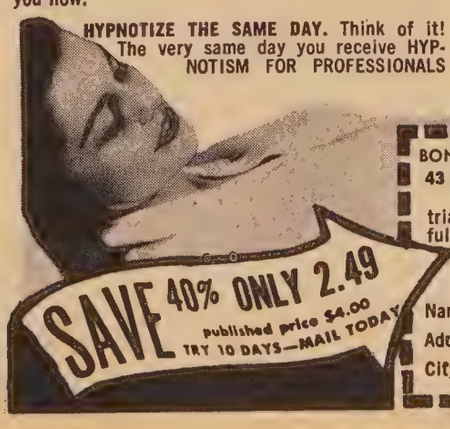

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One of those tramps must be bleeding the brake cylinders, Lonny decided.

BACK ON THE MAIN

Fiction Story by Charles W. Tyler

HUDDLED beside a tiny fire under the snow-crusted railroad bridge at milepost 84, a lean hobo known as "Loose Foot" was waiting to grab the next freight that came along and ride to wherever it was going. Ragged and unshaven, he didn't look like much. You never would have guessed that Loose Foot used to be a respectable railroad man.

And yet for years, as a brakeman on the Great Southern's Mountain Division, he had ridden trains proudly over the gray bridge that now towered above him, with rolling cars beneath his feet, wind biting his cheeks, and clean mountain air in his nostrils. If he had stayed on the job a few months longer, with a bit more seniority, he would have been up for promotion to conductor, for he had started railroading when he was scarcely more than a kid. In those days he'd been quiet and dependable and folks liked him. They said Lonny Lynd was a fine fellow; and so he was—in those days—but maybe he drank too much.

Then something happened. Lonny had worked all of a bitterly cold Thanksgiving Day on his regular run, train 218, and came back to Castle Rock that night exhausted from long hours of setouts and pickups in raw weather. Instead of going straight home to Christopher Street to his wife and a hot turkey dinner, he stopped at a downtown bar with some of the boys to celebrate. You know how it is. Just one little shot on an empty stomach, then a couple more, and he passed out. When they finally got him home to Mary he was heavy-eyed, stupid, and ugly.

Loose Foot added a stick to the fire. It was dying down and he wanted to see more of those pictures the tongues of flame painted. He pulled his tattered coat closer and blue lips quivered while he shook his head slowly. How easy it was to get down, how hard to fight back!

He remembered the senseless quarrel with Mary. She had been hurt, ashamed, and had made a few caustic remarks. The savory feast stood uneaten on the snowy white tablecloth amid silverware that gleamed in the gaslight. Who cared? Recriminations filled the air.

At length, half sober, Lonny slammed out into the dark night. He'd show the world who was boss. A snippy girl who bawls you out for celebrating a holiday can go straight to hell! He caught an eastbound freight and went on to Livingston in a buggy. After that he headed for Chicago. He would return to Mary pretty soon, of course, after they'd both had time to cool off.

But he didn't. Some devil must have got into him, making him want to hurt his mate by keeping her ignorant of his whereabouts. Maybe Oscar Wilde was right when he said, "Each man kills the thing he loves." But why? For what reason, except a festering sense of false pride, will a man throw up a good wife, a good home, and seniority on a good job?

Lonny became a wanderer. As Loose Foot, he followed the fruit rushes, getting a meager pittance here and there. Migrant workers had hard pickings

A RAILROAD classic, copyright 1931 Popular Publications, Inc.

that year. Thousands of railroad men were out of work. He got a blanket and turned bindle stiff, trudging afoot when he couldn't ride freights. Railroad bulls shooed him out of a jungle at Salt Lake. A guy is real low when he's kicked out of a hobo jungle.

Loose Foot had spent a lonely Yuletide away from home and now another was coming on. Already it was Christmas Eve. He turned his face again toward Castle Rock. Somehow he couldn't stay away any longer. Mary would probably never take him back, but at least he could walk past the house and get a glimpse of her—if she still lived there.

A passenger train thundered over the bridge above him. Loose Foot caught his breath. Gee, the trains always got him. He was still a railroad man at heart, always would be. What wouldn't he give to be on the footboard again, highballing out of town!

The vagrant finished his meager meal and shuffled out from under the bridge. He climbed the little path up the bank. Wind stirred in the trees, and the snow flakes that had been drifting lazily down took on a slant. There was going to be a storm, all right. It would be a dismal Christmas Eve.

FAR away in the mountains to the west, the long, shrill blast of a freight engine split the night. At last a headlight appeared and there came up the slope the rhythmic beat of the exhausts of two big locomotives. It was first No. 218, doubleheading the hill: Lonny's old job!

He watched the oncoming train, and his heart almost stopped beating. Could anybody watch two giant freight-haulers working on a mountain grade and not know a thrill?

The lights of the village of Wind River winked out from above the bridge. Lonny, standing back a short distance from the right-of-way, stared at the grimy locomotives as they pounded up past him, snow slanting across their headlights. First No. 218 would go into the hole here for No. 12, the luxurious *Mountain Express*. The head shack, after opening the west switch, would go into the telegraph office, to be joined shortly by the conductor and possibly the rear end man.

The big engines shut off and the train slowed to a stop. The switch lamp beyond turned to red, and the engines, coughing, laboring noisily, took up their burden of dragging the train into the passing track. Lonny sat down on a pile of ties and watched with a heavy heart.

Suddenly his attention was drawn by a movement just across the track from him. Two shadowy figures came up the bank and walked toward the rear end of the fast freight. Quite as Lonny had surmised, the flagman and conductor crossed the main iron and walked up toward the station, some distance beyond. The pair that had come to Loose Foot's attention now broke into a run.

Something about them caused the lone man to come erect with a jerk. They had slunk in from the direction of the deserted jungle. Funny, but he hadn't seen any other 'boes around. They must have been keeping out of sight, he reasoned. Perhaps they were going to make the manifest out of town. And yet, what was their hurry? No. 12 wouldn't be along for ten minutes, perhaps more.

LONNY walked along toward the switch with a puzzled scowl. Freight car thieves? He hesitated. Maybe he'd better blow. If anything happened and the railroad bulls picked him up, it would be just his luck to get nabbed and taken to Castle Rock. Somebody was sure to recognize him. He could see his name in the local paper—Lonny Lynd, ex-brakeman, suspected of being a member of a gang of freight car thieves.

What did he care what these guys were up to, anyhow? He wasn't a railroad man any more. See nothin'; know nothin'—that was the code he'd learned. If a fellow wanted to keep out of trouble it was a safe rule to follow.

Lonny climbed out of the ditch to the adjoining high bank. He'd get back out of sight until the *Mountain Express* went, and first No. 218 had followed her; then he could go on to the water tower and wait for an extra west.

In the shadows of some snow-ridged pines he stopped. He shivered and crouched down out of the wind. His eyes went again to the train. Suddenly, mingling with the sighing of conifers, his ears picked out a new note. A hissing sound. He listened a while, then it stopped; he heard it again.

Dimly his eyes made out a black shape moving along beside the cars in the passing track. One of those tramps must be bleeding the brake cylinders! A moment later the switch lamp was taken from its staff and flung into the ditch. Also the marker lights were removed by a stealthily-moving figure.

Lonny scrambled down the bank with no clearly defined thought. He had suddenly become a railroad man again! Moving instinctively, he found his legs carrying him on in a stumbling run. If that part of first No. 218's train were cut off, those last cars would be without brakes. There was a derail, to be sure. But if the same persons who were bleeding the lines should happen to open the switch, which would automatically line the derail—then disaster loomed.

Loose Foot squinted toward the caboose. Was the yellow glow that shone from its windows closer, or did he imagine it? He caught his breath. Yes, it *was* closer! *The caboose was coming toward him.*

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Lonny's startled brain telegraphed the fact that the tramps were engaged in more than ordinary mischief. One of them had pulled the pin, turned the angle cock, and bled the brakes. The other had removed the tail lights, tossed away the switch lamp, and bent the rail.

They were sending 218's buggy and a bunch of cars loose—sending them out against the *Mountain Express* on the grade that dropped away through Hungry Man's Canyon and on down the winding banks of the leaping, roaring Little White Water! And the train crew undoubtedly knew nothing of this outlawry that had crept out of the snow-laden blackness.

The conductor, flagman and head shack were in the telegraph office, more than thirty car-lengths away. The flagman on the helper and the engine crews would know nothing of what had happened until it was time for the *Mountain Express* to stick her headlight up around the curve. *But then it would be everlastingly too late!*

LONNY'S old love, first 218, needed him. So did the Mountain Division. The folks on No. 12, riding home this Christmas Eve, also needed him.

He sprinted madly forward. Once he stumbled over a drain trough. He fell heavily, slashing his grimy palms wickedly on the cinders. But he pulled himself to his feet and searched the gloom for the caboose.

The buggy, moving with incredible speed, was almost on him. Pelting flakes stabbed the man's face, blinding him. He brushed a hand across his eyes. The steps and rear platform seemed to leap with vengeful fury. He ran a few feet and, with a prayer on his lips, caught at the vertical bar of the platform railing as it flashed by.

Fingers closed over it and the wanderer was jerked off his feet. His body was flung against the corner of the caboose, the breath nearly knocked out of him.

Lonny was soft and out of practice. A year ago it would have been easy for him to swing onto a speeding buggy, but not now. He was undernourished and weak.

His shins cracked against the steps with numbing force and Lonny found himself sprawled on the platform in front of the door. He shook his head and then climbed shakily to his feet.

Seizing the brake wheel, he began to wind it. Already the flight of the cars was startlingly swift. There was a kind of floating ease to the movement of the caboose, with now and then a sidewise thrust.

Lonny tugged with all his might at the brakes, and when he could not strain it another notch he set the dog. The caboose brakes, however, had no perceptible effect on the flying cars. Tons of weight were crowding them on. *Faster! Faster!*

Panic filled his heart as the man realized that it was doubtful if he had the strength to set the brakes enough to check the runaways in time. If the *Mountain Express* were on time they'd be into her in five minutes.

On the lurching, reeling top of the caboose Lonny Lynd braced himself for an instant, his feet spread.

"Ain't ever goin' to do it!" he groaned. "Or am I?"

A new thought presented itself. He ran over the tops, jumping recklessly across the gaps between the lurching roofs. Once he slipped and almost sprawled over the edge, only saving himself because his clutching fingers closed over the rim of the footboard.

"I can stop 'em," he heard himself saying, "if I can break 'em up into two-three cuts."

He caught at the brake wheel of the last car and twisted it. Then he retraced his steps to the second car. Its hand brake was useless. The ragged wanderer cursed under his breath, set the brakes on the third car, and then let himself down between.

He pulled the pin while clinging to the grab irons of the next car toward the caboose. With heartening satisfaction he saw the knuckles open and watched the car beyond slowly dropping away from him.

Three less cars now for him to control! But precious minutes had slipped past. True, the automatics would stop No. 12, but the signals would not save her from the onslaught of these speeding cars and caboose that were whipping through the night toward the snow-crested boiler-front of the big passenger locomotive.

Lonny's arms ached terribly. He was bruised and bleeding, and it didn't seem that there was another agonized breath in him. He labored once more to the top and fell down beside a wheel and staff, his tortured fingers closing about the iron rim. He kicked his toe against the dog and strained at his task of setting the lagging shoes against those fast-spinning wheels.

"Railroadin'," he thought grimly, "back on first 218!"

This time he set the brakes as tight-

ly as he could on but two cars, and cut them off. There were five cars now, five and the buggy. He had checked the speed a little, but they were right on No. 12's time. He knew it because the runaways were only a mile east of North Head.

The top was covered with snow. The footboard was an endless trail to the two wavering feet of the exhausted Lonny. He gritted his teeth and slumped beside another brake wheel.

AWAY from the west there came to his ears the shrill, piercing wail of a locomotive. It was No. 12, the *Mountain Express*, high-iron train of the Great Southern, battling up the grade on the advertised.

First 218 wasn't going to clear her at Stampede tonight. No; there was going to be another meet, somewhere down yonder. . .

Lonny caught a glimpse of a headlight off down the track. He was still struggling with the brake on the car next to the caboose. A tall semaphore mast slid past. It was the distant signal. He stared at it, but everything was blurred now.

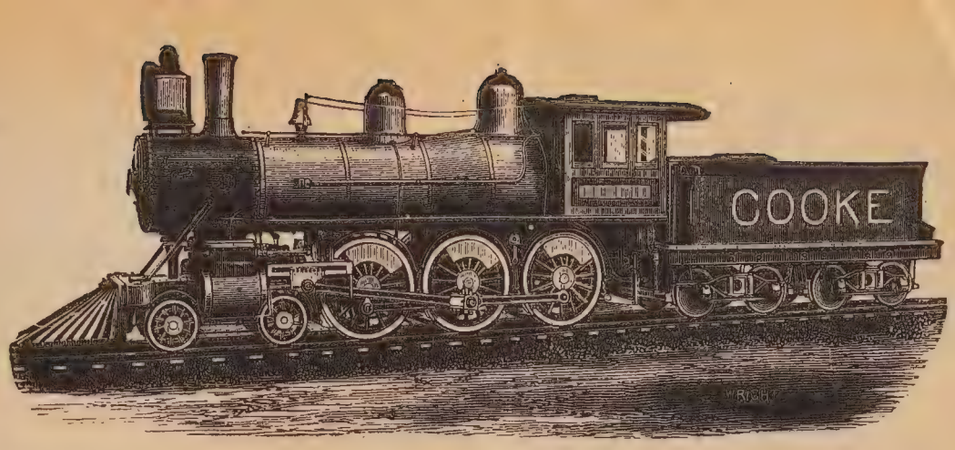
The runaways came to a standstill a dozen car-lengths or more from the pilot of No. 12. Lonny was still mumbling curses and fighting for another notch, there on the snow-ridden car top, when the crew of the *Mountain Express* found him—a tattered, half-starved, human wreck.

The fireman on the helper engine recognized him. "Glory be to God, it's Lonny Lynd! He used to run out of Castle Rock. Disappeared a year ago. Nobody ever knew what became of him. Got a wife there, too."

Came the helper engine from first No. 218, slipping down after the runaway portion of the manifest train, while in the glare of the headlight of No. 12, with snow swirling about them, an excited group of railroad men quickly pieced out the thing that had happened.

The criminals who planned to wreck and loot the *Mountain Express* had cut off the rear of first No. 218 to send the broken train dashing down the grade. The pair that had bled off the air and pulled the pin joined their companions in an empty ore car that had stood in a spur west of the Stampede station.

Thus they had glided down the slope behind the runaway that they might arrive at the scene of horror soon after the hurtling juggernaut had wrought its destruction.



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However, their path had been blocked by the cars that Lonny had cut off with brakes set. Realizing something was amiss, they abandoned their murderous plan and slipped away. Maybe the railroad police would catch up with them later. Maybe.

Loose Foot, alias Lonny Lynd, rode in from Stampede aboard No. 12, rode the plush, and found other railroad men awaiting him at Castle Rock. Old friends. Brothers of the rail, who, hearing the story the wires told, came to greet him.

With almost magic swiftness they transformed Loose Foot from a frowzy hobo to one of their own. Bathed, scrubbed, shaved, and attired in new garments from socks to tie, he stood at last a man reincarnated.

And then George Holden, the superintendent, brought a bit of paper stating that Alonzo Lynd, brakeman, was once more an employee of the Great Southern's Mountain Division. Back on the main, at last!

Only then did Lonny, with a bright new hope and a gnawing fear in his heart, turn his steps toward the old home on Christopher Street. Would Mary accept him again? He didn't deserve it, of course. He knew he'd given his wife a rotten deal and nobody could blame her if she said no. Hope fought with fear as he walked slowly up to the front porch. ●

SHORTLINES OF COLORADO

Locomotive roster complied by Sy Reich

Colorado & Wyoming Railway

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date
101-104	1500	GM-EMD	GP7	B-B	60,600	246,000	1951
201-212	800	GM-EMD	SW8	B-B	60,000	245,000	1951-2
214	900	GM-EMD	SW900	B-B	60,590	245,510	1957
1106-1109	1000	Baldwin	VO 1000	B-B	71,600	238,680	1942-3

Denver Union Terminal Railway

Owns no motive power; ATSF, CRI&P, CB&Q, D&RGW, UP, and C&S uses its facilities.

Great Western Railway

61	600	GM-EMD	SW1	B-B	48,813	195,250	1952
62, 63	600	GM-EMD	SW1	B-B	38,350	193,410	1940
75	—	Baldwin	—	2-8-0	34,000	306,130	1907
90	—	Baldwin	—	2-10-0	46,500	371,500	1924
121-122	1200	GM-EMD	SW1200	B-B	60,830	243,320	1951

Manitou & Pike's Peak Railway

8	?	GE	?	B	?	80,000	1939
9	?	GE	?	B	?	?	1946
10, 11	400	GE	?	B	?	80,000	1950
12	?	?	?	?	?	?	?

Northwestern Terminal Railroad

Owns no equipment; D&RGW uses its facilities.

Pueblo Union Depot & Railroad

Owns no equipment. ATSF, C&S, D&RGW, MP use its facilities.

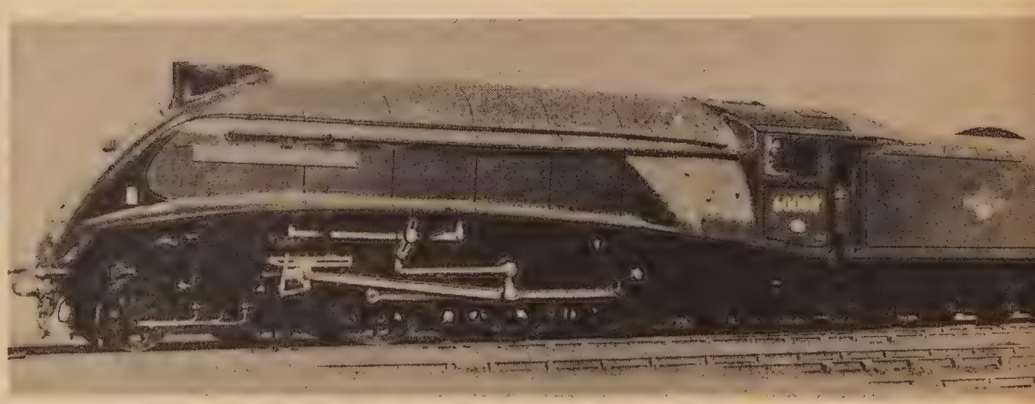
San Luis Central Railroad

71	600	GE	70-ton	B-B	35,000	140,000	1955

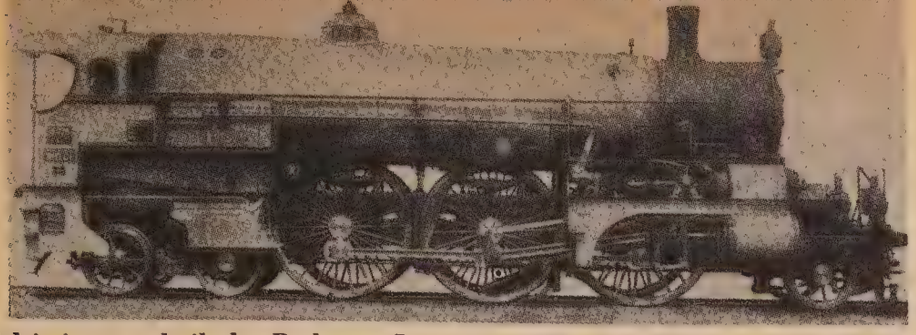
Southern San Luis Valley Railroad

D-500	?	SSLV	—	B-B	?	?	?

Roster is based on data from C&W vice pres. and gen. mgr., DUT manager, GW chief clerk, NWT sec.-treas., and SLC pres., and is accurate as of second quarter, 1964. Builders abbreviations: GM-EMD—General Motors, Electro Motive Div.; GE—General Electric; SSLV—Southern San Luis Valley. Colorado & Wyoming 1106 was originally U.S. War Dept. 7454, then Pueblo Army Depot (U.S. Ordnance) No. 1. Great Western 62 and 63 were originally Elgin, Joliet & Eastern 231 and 233. ●



British Railways have donated their engine *Dwight D. Eisenhower*, originally named *Golden Shuttle*, to National Railroad Museum in Green Bay, Wisconsin. This ultra-fast Pacific hauled Eisenhower's general staff train during World War II.



Adriatic type built by Budapest Locomotive Works at Florisdorf in 1909.

SWITCH LIST

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Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter about other matters. If you want pen pals, state your special interests so they will know what to write about. Many readers forget to do that.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our next department is already closed. Entries for December issue (out Nov. 3) should reach us not later than Aug. 19. Address Sy Reich, *Railroad Magazine,* 205 East 42nd Street, New York, N.Y. 10017.

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ROGER BOISVERT, 2231 2nd Ave., Trois Rivieres, Que., Canada, wants any size pix CN 1323, 3210, 4015, 4022, 5035, 5553, 7512, 8209; CP 902, 3683, 3737, 3743, 5334, 5376, 5447, 5764.

SAM BRECK, Jr., 4 Meadowlark Dr., Fairport, N.Y. 14450, wants Bath and Hammondsport info. and pix for book.

O.W. BROOKS, Box 187, Emporium, Pa., will swap 28 issues Railroad Magazine '46-'48 or '49-'51, perf. cond., for Moody's book "Maine 2-Footers."

DICK BRUNDAGE, Jr., 60 Post St., Yonkers, N.Y. wants Pullman car pix, list of std. pool sleepers still on roster, passenger train consists.

A3C FELIX BRUNOT, AF 14842453, 3550 OMS, CMR Box 819, Moody AFB, Ga. 31601, sells loco pix, negs., size 120, 616, many rrs.

ROBT. BUSH, 1023 Colonial, N.E., Canton, O. 44714, wants info. on now-abandoned Pittsburgh, Lisbon & Western Ry.

R.C. CAESAR, 1818 Mills, North Muskegan, Mich. 49445, sells ship wreck maps of great lakes showing rr. carferries.

DAN CASH, 62, missing since '50, was ATSF section man at Melena, N.M., contact your sister Mrs. Sallie Brandford, 801 W. Washington St., Artesia, N.M.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif., trades orig. 16mm color movies, 35mm b&w negs. of LAMTA for NOPS.

HOWARD CHILDS, 1316 Monroe St., Red Bluff, Calif. 96080, will trade complete set of SP Pacific Lines emp. tts. for set of recent Texas & La. Lines.

D.M. CHRISTISEN, Box 122, Columbia, Missouri, sells rr. bks., railroadiana. (List, large SSE.) Wants M&SL, CMSP&P, WAB pix, negs., plans, emp. tts.

Miss LUCIA CHUA (age 18), 130 Plaridel St., Cebu City, Philippines, wants pen pals who like picture postcards.

R.M. CLARK, Box 401, Sioux Falls, S.D. 57101, buys, sells, trades emp. tts., tts. (SSE.) Wants MILW, CNW, CSPM&O tts.

JOHN CLINE, 1711 3rd St.,,Wausau, Wis., trades pix steam tr. wrecks, any size.

BILL COLBURN, 409 Lanier St., New Boston, Tex. 75570, sells pix, railroadiana. (SSE.)

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss., sells 4x5, 5x7, 8x10 prints, steam and diesel. (16-page list, SSE).

VIC CONTE, 1615 W. 6th St., Brooklyn, N.Y., wants 35mm color slides SHRT, CSR.

BILL CORDES, 9628 St. Girard, St. Louis, Missouri 63134, wants SLPS maps, tts., pix, info.

MR. COTT, Otranto Pl., Dunleary, Ireland, will sell 42 issues of of Baldwin Record '98-'20. Wants issues not in his collection.

PETER COX, 2936 W. 28 Ave., Vancouver 8, B.C., Canada, sells pix Canadian rrs.; list free.

WARREN CRATER (CNJ engr.), 270 W. Colfax Ave., Rochelle Park, N.J. 07204, sells copies of his illust. "CNJ Album," $3.25 ea.

SPENCER CRUMP. Box 1562, Long Beach, Calif. 90801, is compiling directory of all operating and nonoperating N. Amer. rr. and trolley museums. Send details. No charge for listing.

ROSEMARY CUNNINGHAM (age 37), Rt. 2, Box 53, French Creek, W. Va., wants pen pals.

BRUCE DELATER, RR 3, Mt. Pleasant, Mich. 48858, sells diesel pix of lower Mich. (List, large SSE.)

SUSANNE DENK (age 13), 9317 S. Orchard Lane, Bridgeview, Ill., seeks pen pals.

BOB DIVOKY. 1168 E. 78 St., Kansas City, Missouri 64131, wants pix Missouri and Kan. trolleys, interurbans, horsecars; info. on proposed interurbans in those states.

WARREN DREW, 26 Summer St., Malden, Mass., sells old rr. mags., bks., pamphlets, etc. (SSE).

LARRY EASTWOOD, 2560 Fetters Mill Dr., Bryn Athyn, Pa. 19009, wants info. and pix on all ex-RDG pass. equipment operated on other rds. Answers all mail, incl. queries about RDG operation.

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AL EISENBERG, 2744 N.E. 34th Ave., Portland, Ore. 97212, sells current emp. tss. (SSE.)

LYLE EVERSON, Box 108, Viroqua, Wis., will sell Railroad Magazine '47-'54, perfect cond.; make offer for lot, incl. shipment cost.

Miss BRENDA FARMER (age 15), P.O. Box 86, Belspring, Va., hopes to hear from readers.

MALLORY FERRELL, 308 Rush Rd., Fayetteville, N.C. 28305, will trade passes from '85-'99 for pre '15 annual passes of Colo. Mid., Florence & Cripple Creek, other western rrs.

LES FREMMING, 1650 N. Pacific, Kelso, Wash., sells rr. picture postcards. Supplement list 3 for a stamp. (Ed. note: wide variety and high quality.)

ED FULCOMER, 639 Del Norte, Fort Collins, Colo., sells negs. and slides of Colo. area diesels on approval. Trades for certain diesels.

Miss NANCY GEORGE (age 16), 400 Snead Fairway, Portsmouth, Va., desires pen pals.

BOB GORDON, 334 Kennerly Rd., Springfield, Pa., sells any size pix PST, PTC, PRR, RDG, NYCTA, P&W. Wants pix, info. on TTC subway.

MEL GREEN, 6464 S. Downing, Littleton, Colo., sells detailed Colo. rr. map, '78-'58.

BOB GREENAWALT, 3643 N. Rosemead, Rosemead, Calif., buys, trades rr. stocks and bonds.

HENRY GRIFFITHS, 821 Houston Rd., Boise, Idaho, sells action and still photos of Klickitat Shays, taken last March as operating was ending. Six 3½x5½ prints $1.75.

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J., sells steam loco bells, headlts., bldrs. and No. plates, books, pix, lamps, etc. List 10¢.

E.C. HANEY, 3000 E. Belknap, Fort Worth, Tex. 76111, trades sizes 616, 620 steam negs., rosters, etc., for same size negs. on all types of aircraft; write first.

H.W. HAWLEY (ex PE claims agent), 8926 Neenah Ave., Morton Grove, Ill., wants rr. law enforcement officers' badges and Western rr. annual passes.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells, trades 35mm Kodachrome slides of diesels, cabooses, interesting cars. Buys slide collections.

GLADYS HESTER (age 62), 3606 4th Ave., Council Bluffs, Iowa, wants pen pals.

Miss DOROTHY HOGE (age 16), P.O. Box 136, Mullens, W. Va., interested in pen pals.

TEX HUDSON, 4760 N. Durfee St., El Monte, Calif., sells or trades tts.; list free.

BERT JOHANSON, 35 Milbrook Dr., East Hartford, Conn. 06118, wants NYNH&H pre '39 emp. tts., pre '55 frt. symbol books.

FRANK JONES (loco engr.), 1032 W. 32nd St., Blue Mountain Ala., wants steam pen pals, esp. engrs., any country; trades steam pix.

Miss CATHY JONES (age 17), RD 1, Butler Rd., New London, O., wants to hear from readers.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells old issues Railroad Magazine, Trains, R&LHS Bulletins, model mags., etc. (SSE) Buys collections such mags., good cond.

Former Lake Superior & Ishpeming 2-8-0 pulls out of Marquette, Mich., on 51-mile round trip to Big Bay on tracks once owned by LS&I logging and mine road but now operated by the new Marquette & Huron Mt. Railroad. Dedicated railfans can apply for membership in Thunder Bay Railroaders Club and have the opportuntiy to qualify for work on fully-licensed all-steam line, with headquarters in Marquette at 118 W. Washington St. Only 500 charter members will be accepted.

HARRY JUDAY, 4411 McKinley, Dearborn, Mich. 48125, will swap 35mm slides of Detroit area rds. for sou. and s.w. areas, esp. shortlines.

AL JUSTES, Jr., 408½ W. Main St., Oklahoma City, Okla. 73102, wants color and b&w negs. and pix L&N, IC diesels.

Miss NANCY KENNEDY (age 15), P.O. Box 481, hopes to hear from readers.

DON KISSICK, Box 531, YMCA, 714 Hamiliton Blvd., Peoria, Ill., buys negs., color, b&w, CSS&SB, Milw. elec., CNS&M, Iowa elecs.; trades negs.

STAN KISTLER, Box 4068, Pasadena, Calif., sells western steam action pix 8x10, larger, color slides, movies, other railroadiana; catalog 25¢

CHAS. KNOLL, 120 Coolidge, Spencerport, N.Y., wants metal paperweight ornament of streamlined 20th Century Hudson loco issued in '40's.

B.W. KOOB, Box 279, Fort Dodge, Ia., sells orig. slides CA&E, WCF&N, Iowa elecs.

Miss RICA KREBS (age 23), 325 B. Aranas St., Cebu City, Philippine Islands, wants pen pals.

MARVIN KRUSE, 2051 Emerson, Melrose Park, Ill., will sell all copies Railroad Magazine '46-'52, good cond., make offer for lot; aso mis. issues of same mag.

IVO LAZZERONI, 524 S. Dancove Dr., W. Covina, Calif. 91791, wants any size pix PE Macy St. yards.

DICK LIND, Box 82, Boulder, Colo., sells size 616 and p.c. negs. eastern, midwest, southern steam; trades for negs. of western rrs.

BILL LINLEY, 30 Altair Ave., Ottawa 7, Ont., Canada, sells pix and 35mm color slides diesels on approval.

ROY LINSCOTT, JR., Box 341, Natick, Mass., publishes "Locomotive Notes," consisting of monthly rosters, news notes, mimeographed, monthly, $1 yr. (1st class mailing $1.25).

STEVE LOW, 4844 Grosvenor, Montreal, Que., Canada, wants info., pix, rosters B&LE ON. Also wants pen pal.

JIM LYNCH, 4127 Taylor Ave., Drexel Hill, Pa., seeks pre '53 PRR emp. tts.

TIM MADER, Box 562, Alderson-Broaddus College, Philippi, W. Va., 26417, buys 35mm slides PRR elecs. on approval.

RICHARD MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, wants pix of Woodmont pass. and frt. stations on RDG, Newtown branch.

JACK MAY, 5601 Riverdale Ave., New York, N.Y. 10071, buys, trades tkts., cash fare rcpts. of NYC, PRR, RDG, B&O, ACL, L&N, SOU, etc.

TERRY McCONNELL, 22 W. 654 Butterfield Rd., Glen Ellyn, Ill. 60137, wants pix CA&E, PE, CNS&M, EL.

RAY McMURDO, Main St., Sturbridge, Mass., sells trolley pix, movies, slides, rte. maps, other railroadiana from lower New England.

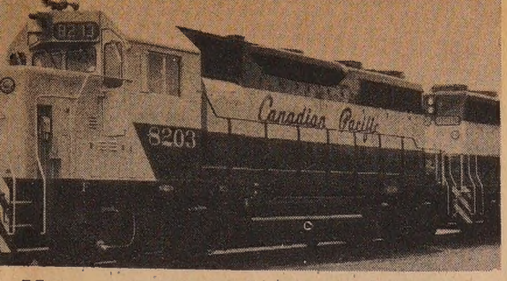
GEO. MELVIN, 4 Gardiner St., Richmond, Maine, trade emp. tts. Buys pre 4/29/62 MEC emp. tts., good cond.

HENRY MERCUR, 3020 Midvale Ave., Philadelphia, Pa., sells public transportation tts.; list 10¢.

ED METZ, 1162 Lynda Lane, Warminster, Pa., will send info. on Natl. Assoc. of Train Order Collectors on request. (SSE) Sells tr. orders.

WM. MOLL, 301 Locust Lane, State College, Pa. 16801, wants color slides of traction systems abandoned before '56 also non-PCC trolleys of SLPS.

***Green Mountain Flyer*, named for bygone Rutland RR. "varnish," ran from Rutland to Burlington, Vt., last May 17 on old RUT tracks now used by Vermont Ry., the first passenger train over that line since 1953. Empire State Ry. Museum sponsored the excursion. Train used B&M diner and coaches from Blount's Steamtown.**
Douglas Craig Wornom, 454 Riverside Dr., New York 27, N.Y.



Most powerful Canada-built diesels: 12 of these 2500-hp GP-35's, built by the General Motors Diesel Ltd., recently were put into fast freight service on the Canadian Pacific. Canadian Pacific photo

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa. 17102, sells all-color list of 3½x5 pix of steam and B&QT trolleys, 5¢ plus stamped env. BTC list for SSE; sample 10¢.

BARNEY NEUBURGER, 14136 Wood St., Dixmoor, Harvey, Ill., sells traction pix on approval.

BOB ODLAND, 1600 Riverdale, Sioux Falls, S.D. 57105, will sell IC steam loco flags, boiler pressure gage, kerosene switch lamp.

C.G. PARSONS, 123 Riverdale Rd., Liverpool, N.Y. 13088, buys orig. 35mm slides of steam, cab diesels.

Miss WANDA PATRICK (age 16), RR 2, Leslie, Mich., interested in pen pals.

DICK PEDLER, 2125 Maffett, Muskegon, Mich., sells color slides CNS&M, CA&E, also steam, diesel, elec., indus. locos.

JIM PELLAM, 3615 Milford Ave., Baltimore, Md. 21207, buys or trades for any size b&w negs. B&O, PRR, N&W, steam or diesels.

PHIL PERKINS (age 16), 1681 Rosemont Rd., Portsmouth, Ohio, wants pen pals.

D.W. PETERSEN, 2722 Eastern Ave., Perry, Iowa, seeks cousin, Patsy Jean Moran (maiden name), age 34, daughter of SP employe Herbert Horan killed in Salinas, Calif., boiler explosion in '41.

HAROLD PETERSON, Sports Illustrated, Time-Life Bldg., New York, N.Y. 10020, wants Pictorial Supplement to Denver, South Pk. & Pac.

ART PICKLES, 710 Ridgeside Dr., Monrovia, Calif. 91016, trades rr. lanterns, switch keys, emp. tts. for same (SSE).

DAVID POND, Box 9496, Rochester N.Y. 14604, issues monthly rail paper "The Lanthern"; free sample.

W.B. RANDOLPH, 1605 Skyline Dr., North Little Rock, Ark. 72116, wants plans of Scherzer rolling lift bridge.

CRAIG RASMUSSEN, 3092 Roderick Pl., Los Angeles, Calif. 90065, sells PE, LARy pix. List, sample 25¢.

R.E. RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, trades swaps pub., emp. tts. for B&O tts.; buys certain B&O emp. mags. List.

WALT REDMAN, 8906 Piedmont, Detroit, Mich. 48228, p.c. size pix steam locos, tr. orders, Off. Guides, rr. bks. Wants used old depot postcards. (SSE).

W. ROBBINS, Box 805, Palestine, Texas, trades much railroadiana. (SSE.)

ED SHIRLEY, 21 E. 2 St., Jamestown, N.Y., wants maps, info., rosters on Jamestown St. Ry.

R.C. SIMPSON, 3427 California Ave., Pittsburgh, Pa. 15212, buys pix, negs., slides, Pitts. Rys. 4200-4249 series trolleys.

BEN SMITH, Box 34, Brooklyn, N.Y., sells Lionel, AF catalogs '29-'60, back issues Railroad Magazine, Mdl. RRer, RMC, Trains; PRR, NYC wall calendars, Loco. Cyclopedias.

JIM SMITH, 6721 N. Olympia, Chicago, Ill. 60631, wants n.g. pix, esp. D&RGW, C&C. (SSE)

Miss RITA SNEED (age 15), Rte. 1, Box 278, Bluefield, W. Va., seeks pen pals.

JOHN SPIKES (B&O chief dispr.), 472½ Saunders Ave., Akron, O., sells genuine large B&O trainsheets each minute-by-minute performance of 60-100 trs., $2 ea.

C.F. SPITZER, 309 W. Warwick Ave., Fairfax, Va., wants details on Sou. freight train wreck on Narrow Passage Creek near Woodstock, Va.

ED SPRINGER, 6116 Jefferson St., Philadephia, Pa., sells 3½x5" photos of Liberty Liners (ex Electroliners), trolleys in PTC trolley subway, few slides. (SSE)

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells 35mm color slides, pix, steam, diesel, wrecks, etc. (SSE)

BOB STAUFFER (age 16), 930 S. Franklin St., Palmyra, Pa. 17078, desires pen pals interested in pass. trains, trolleys, commuter trs., HO gage models. Lives on RDG main line near PRR.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, wants any size pix CB&Q inspection locos, esp. 365-368.

TOM STRAUSS, 11550 Xavis St. N.W., Coon Rapids, Minn. 55433, buys any size pix SOO diesels 323, 324, 372, 2100, 2102, 2103, 2107, 2113, any DSS&A diesels.

W.C. THURMAN, 4733 Maryonford Rd., St. Louis, Mo.; wants any size pix or negs. of psgr. train tail-ends showing drum sign or shield.

ED SUROSKEY, 207 11th St., Windber, Pa. 15963, seeks info. on Ashtola & Allegh. and Babcock Lbr.'s Shade n.g. logging rd., both in Pa.

D.W. TAYLOR, 114 Erdenheim Rd., Philadelphia, Pa. 19118, buys, sells, swaps much RDG railroadiana; answers all mail. (SSE)

MIKE VAIUSO, Box 619, Schenectady, N.Y. 12301, will trade size 616 B&M, D&H, NYC diesel negs. for other 616 negs. Trades D&H emp. tt. 48 for those of other rrs. Wants neg, of SP 5298.

DAVE VANNIS, (Nat. RR. Museum engr.), 1504 Dousman St., Green Bay, Wis., trades train orders, clearances, emp. tts.

MIKE VARNEY, 2968 East A, Torrington, Wyo., wants history of Rapid City, Black Hills & Western engines 14 and 55. Asks where remaining CB&Q& steamers and gas-elec. motors are stored or used.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich., trades orig. 35mm color slides, all roads.

FRANK VOLLHARDT, Jr., 2435 Mahoning Ave. N.W., Warren, O. 44483, wants any size steam, diesel, elec. loco pix of industrial rrs., esp. Republic Steel.

J. VON BLON, Box 6422, BU Station, Waco, Tex., will sell Conger's "Pict. History of Waco," containing some pix of st. ry. and dummy line of '90's, $7.65.

Miss BONNIE WILLIAMSON (age 16), 1323 S. 11th St., Waco, Tex., interested in pen pals.

BOB WILSON, 12782 St. James Dr., Mantua, O. 44255, seeks bks., pix, info. on steam from 1800's into 1900's.

BOB WITHERS, 3606 3 Ave., Huntington, W. Va., wants pix of trains end scenes on B&O's Parkersburg-Huntington line.

Miss DELAPHENE WOOD (age 17), P.O. Box 5, Meta, Ky., wants pen pals.

DENNIS WOZNICZKA, 1804 Laporte Ave., Whiting, Ind., sells, trades tts., emp. tts.; list free.

JOE WREN (age 15), RFD 2, Crewe, Va., wants pen pals.

DICK YAREMKO, 10516 81st Ave., Edmonton, Alta., Canada, will buy pix of GN's Alco GP-20, other GN diesels.

Miss ELIZABETH YOUNG, 205 Miller Ave., Hinton, W. Va., wants pen pals.

Model Trading Post

BAL ABRAMS, 62-59 108th St., Forest Hills, N.Y. 11375, new secretary, answers all mail for Metropolitan Council of Model RR Clubs.

KELLY BLYTHE, 514 S. 78th East Ave., Tulsa, Okla 74112, sells HO items; records. Wants CRI&P equip., Sierra engine, other HO items. (SSE)

BOB FRILL, 221 Tulpehocken Ave., West Reading, Pa., sells 5x7 pix model RDG steam locos. List, 5¢ stamp.

TED GENG, 28 Division St., New Brunswick, N.J., will trade Lionel CP set for Ives std.-gage set with 12-wheel loco.

R.A. INGHRAM, 132 6th Ave., Huntington, W. Va., wants O gage model of C.P. Huntington.

STEVE LOW, 4844 Grosvenor, Montreal, Que., Canada, will buy HO gage trolley or interurban car, any cond.

GLEN MADER, 805 Veck St., San Angelo, Tex., sells model rr., good cond. (SSE)

AL MILLER, 3212 34 Ave. S., Minneapolis. Minn. 55406, wants std. or wide-gage trs., erector sets; correspondence invited.

BOB ODLAND, 1600 Riverdale, Sioux Falls, S.D. 57105, seeks Amer. Beauty Line 85' UP HO gage pass. car kits with trucks. (SSE)

PAUL TOMOSKY, 147 Baldwin St., Johnson City, N.Y., wants Lionel O gage FM H24-66; will sell collection of ry. lanterns or swap for HO gage logging equip. ●

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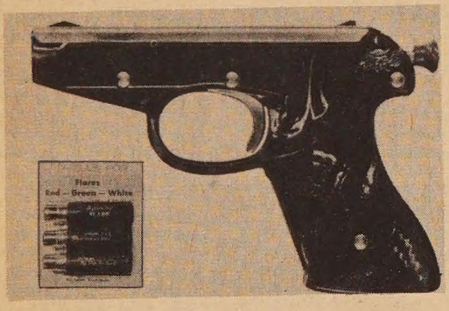

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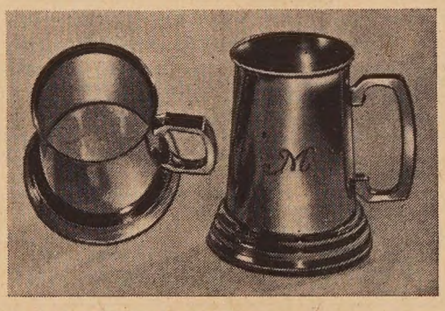

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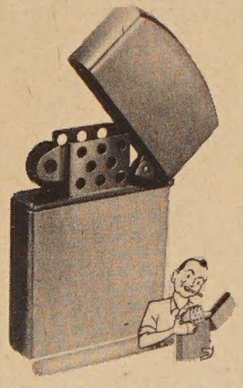

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(MB-Oct.-Nov. '64)

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